

THE nine large guns and the shot and shell, which were recently landed in Shanghai for the Chinese Government, "ex" steamship *Polythymia* from Hamburg, have been shipped by the steamer *Chinkiang* for Foochow.

A SWATOW correspondent writing on the 19th inst. says:—Another old coaster and resident, has just left us for good. This is Captain H. Ramsey, late pilot of this port, and I believe the oldest man here. He died at 7 p.m. on the 17th and was buried yesterday.

SAYS the *Amoy Gazette* of the 15th inst.:—We notice that the revenue cruiser *Ling Feng*, Captain Farrow, and the Chinese gun-vessel *Chin Wei*, with His Excellency Admiral Ping on board, went on Saturday at noon to Taitan Island to try the dynamite, preparatory to blowing up the wreck of the steamship *Pakhoi*. We understand that the experiment passed off satisfactorily. The *Ling Feng* and the *Chin Wei* returned to port at 4 p.m.

A GROUP of gentlemen were discussing the prospects of the new Hongkong Steam Laundry Company the other morning, and commenting on a letter, dealing with the subject, published in our morning contemporary. After an interchange of opinions one of the disputants—a prime mover in the new project—significantly remarked:—Never mind what the *Daily Press* says; the public have every confidence, knowing full well that there are no "General Managers" this time. *O tempora! O mores!* Is this a libel, we wonder!

WE hear on good authority that it was by a direct order from the Chinese Government at Peking that the Viceroy of the Two Kwang declined to enter into any negotiations with the Portuguese authorities at Macao regarding the trial of Diaz. It is stated that this course was adopted owing to representation made by the legal adviser of the Imperial Government that no diplomatic relations existing between China and Portugal, and as Diaz was handed over to the commander of the gun-boat *Tamaga* by the British authorities, it is to Great Britain China must look for redress. A protest, it is said, has already been made to the British Government on the subject.

FROM a return signed by the Registrar General, published in Saturday's (the 27th inst.) *Gazette*, we note that during the third quarter of the present year the births registered in the colony totalled 351 and the deaths 1536. The annual death rate per thousand during the same period is set down as follows:—Whole population 38,30, British and foreign community 18.53, British and foreign community deducting non-residents 14.53, Chinese 39.57. The total deaths were divided amongst the various nationalities in the following proportions:—British and foreign 12, Portuguese 11, Indians, &c., 7, non-residents 15, Chinese 1491. Amongst the classification of deaths appears a somewhat singular entry—"sex unknown 1."

WE hear from a reliable authority in Canton that the Chinese Government is again in the market for a small foreign loan. Full particulars of the same have been supplied to us, but as one of our local banking institutions is said to have offered to put the business through at a certain rate of interest, and as our publication of the details might interfere with their operations in the matter, we refrain from publishing any particulars at present, contenting ourselves with giving the institution in question a bit of friendly advice—although we must confess we are out of favor with its popular managing head. That advice is to accept the situation and slightly reduce their rate of interest, if they actually desire to secure the business.

MR. KELLAR, the world renowned magician, goes over to Manila by the *Esmeralda* on the morning of the 19th inst. for a short season in the Philippines. We understand that this talented entertainer will return here in about a month's time, when he will give two or three performances previous to departing for fresh fields. In addition to his regular exhibition of magic and automata, Mr. Kellar's performance will be augmented by the appearance of Mr. Frederick Collins, the celebrated cornet player, whose cornet solos have won for him hearty applause in every quarter of the globe. We trust Mr. Kellar will have a good time of it in Manila, and feel sure that he will be well received on his return to Hongkong.

WE stated in our issue of Monday last (the 15th inst.) that we had heard that Messrs. Kellar and Cunard, the Royal Illusionists, had dissolved partnership. We have since learned that such is the case. Mr. Cunard and Colonel Ike Austin have joined together for an extended tour of the Australasian colonies. We have no doubt that Messrs. Cunard and Austin will have a very successful tour in the southern hemisphere as the Colonel's performance is of a highly exciting and unique character, and Mr. Cunard's business capacity is of such an order as to almost ensure a decided success. Old "Ike" and his new "pard" leave to-morrow (the 19th inst.) by the steamship *Napier*, and we have great pleasure in wishing them a pleasant trip and much success. We recently had some rough experiences of showmen when the Mastodon-Ministrals gave us a turn, and it therefore gives us all the more pleasure to be able to say the good word for gentlemen of the Cunard and Austin type, who are a credit to the profession to which they belong, and as far removed from the rag-tag and bob-tail peripatetics of the Bandmann type as heaven is from Gehenna.

WE take the following from the *Nagasaki Rinh Sun* of the 6th inst.:—H.B.M.'s gunboat *Light* arrived from Vladivir Bay on Saturday evening last, and was followed by the gunboat *Zephyr* from Vladivostok on Tuesday night. After coaling and provisioning, the *Zephyr* proceeded to Hongkong on Sunday morning, and the *Zephyr* Foochow on Thursday morning. Both vessels were despatched *post haste* from the north by Admiral Villiers in accordance with instructions received from Sir Harry Parkes, whose despatch fortunately succeeded, in finding the Admiral and his fleet, cooling themselves in one of the most out-of-the-way places in the extreme north of the station, *exactly fourteen days after the outbreak at Canton*, at which time we presume the telegram was sent as far as the lines extended. It was the trouble at Canton and the generally unsettled state of affairs in China that it had reference. We hear that the despatch in question stated that unless the majority of the British fleet returned to China immediately, the aid of foreign men-of-war would have to be invoked to ensure the better protection of British lives, property and interests at the open ports—a broad hint that the Admiral, as obstinate as he has proved himself to be, will not dare to ignore. The *Zephyr*, we believe, had orders to anchor as near to the Settlement of Foochow as possible, instead of at Pagoda Anchorage, where the men-of-war usually lie, which order is fully accounted for in a paragraph from the correspondent of the *Hongkong Telegraph*, under date of the 25th ult. When a full report of recent events in China reaches the home Government, it is more than likely that Admiral Villiers will have his official duties more clearly defined, for his future guidance, but the principal consolation for British residents in the East is that his term of command is fast drawing to a close.

WE learn that Mr. de Lissa, the well-known North Borneo planter, and his partner Mr. Sachse, who is, we believe, a civil engineer, paid visits on Saturday forenoon (the 27th inst.) to the establishments of the China Sugar Refinery, the Ice Factory, and the Distillery, and were favorably impressed with the vast extent of the works and the systematic manner in which every detail of the various industries are carried out.

THE Hongkong Race Meeting of 1884 has definitely been fixed for Wednesday, Thursday and Friday, the 20th, 21st, and 22nd February. Gentlemen having suggestions to offer or presentations to make are invited to communicate with the C. C. on or before the 27th inst. The conditions for the Hongkong Derby have been advertised. They are identical with those of last season. Nominations close on December 19th and entries on January 19th, to the Clerk of the Course at the Hongkong Club.

A CORRESPONDENT in Manila writes that some sensation was caused there the other day by the arrest of several leading citizens at the instance of Señor Barrantes, the civil Governor of the city. It appears that Señor Barrantes, who is most unpopular with the community at large, alarmed the Captain General considerably by reporting that the celebration of the annual festivals of the season at the houses of certain influential residents, was only a cloak for holding secret conferences with a view to the discussion of a *pronunciamiento* against the Spanish Government. The representation of the civil governor had the effect of inducing His Excellency to order the arrest of the suspected persons. However, after a thorough investigation into the matter, it was found that the seditious charges were altogether groundless, and Señor Jovellar immediately ordered the release of the prisoners.

HIS HIGHNESS the Maharajah of Johore, accompanied by Major Harrison of "the Buffs," paid a visit on Saturday afternoon (the 27th inst.) to the works of the China Sugar Refining Co. at East Point. On arriving at the Refinery they were met by Mr. H. Dickie, the manager, and Mr. Rodger, his assistant, and shown over the entire establishment. After minutely inspecting the machinery employed in sugar refining, the Maharajah and Major Harrison, with Mr. Dickie and Mr. Rodger, walked over to the Hongkong Ice Co.'s factory, where Mr. Bain, the manager, minutely explained the interesting process of ice manufacture. From thence the party proceeded to the distillery, where Mr. Humphreys, chemist of the China Sugar Refining Co., exhibited and explained the different processes employed in the analysis of sugar. Before leaving, the distinguished visitors expressed themselves highly gratified with what they had seen, and cordially acknowledged the attention which had been shown them.

THE publisher of this journal was bound over not to commit any contempt of court for the space of two months in the sum of \$500, and two sureties of \$250 each, at the Supreme Court this morning (the 29th inst.) before Chief Justice Sir George Phillips, for having published a letter signed "Hudibras" on the 12th, and certain paragraphs (extracts from other newspapers) on the 15th, 20th and 22nd inst., said letter and paragraphs, according to his lordship's ruling, constituting a contempt of court. As a report of the proceedings would probably influence the criminal action now pending, in which the Governor General and the editor and publisher of this paper are concerned, and might moreover be construed into another case of contempt, we consider it advisable, for obvious reasons, to withhold all details. We may, however, without incurring any serious risk, state that Mr. Jno. J. Francis appeared on behalf of the Governor General, and on his application the defendant was ordered to pay the costs of the hearing.

WE are informed that the steamer *Shun-on*, flying the Annamese flag, which, as we reported a short time back, had been seized by a French man-of-war for an alleged attempt to run the supposed existing blockade on the Annamese coast, has been released by Admiral Courbet, it having been discovered that not a shadow of justification existed for the seizure and detention of the vessel. Captain Blumentberg, who commands the *Shun-on*, is a German subject, and we understand that he intends claiming a personal indemnity for the high handed action of the French naval authorities in illegally detaining him a prisoner in Halong Bay, whilst the owners of the steamer, one of whom is a British subject, will advance a claim for the loss caused by the seizure of the *Shun-on*. We also hear that the late charterer of the German steamer *Vorwarts*, which was forcibly prevented from entering the Annamese port of Touron by the French man-of-war *Atalante* on the 21st ult., has proposed a claim against the French Government for the losses caused by this arbitrary and altogether unnecessary proceeding, the opinion of counsel being to the effect that, according to international law, there being no state of war between Annam and France, the so-called blockade of the Annamese coast is an illegal and indefensible measure. As the trade between this port and the trading centres of Annam and Tonquin has been practically suspended by this sham blockade, merchants will no doubt be pleased to learn that these arbitrary and senseless proceedings on the part of the French naval authorities are to be brought under the direct notice of the British and German Foreign Ministers.

THE following is a translation of a notice sent the so-called blockade of the Annamese coast, addressed to the representatives of the French Republic in the Far East by the Minister for Foreign Affairs, which was communicated to the Hongkong Government on the 22nd inst.:—

CIRCULAR TO THE REPRESENTATIVES OF THE FRENCH REPUBLIC ACCREDITED TO MARITIME POWERS.

SIR,—The reports which have reached us from the Far East call attention in several instances to the departure of vessels laden with arms and ammunition destined for Annam. Having been led to intervene in Tonquin Affairs, and to occupy that province for the purpose of re-establishing order, we cannot allow a traffic in arms to be carried on the coast, which will have the effect of augmenting the rebel forces against whom we are contending. Therefore, the Commanders of our naval forces have been directed to exercise a strict surveillance in the Gulf of Tonquin, and to board all suspected vessels which are destined for Annamite Ports; those vessels, which, after having been duly notified of the prohibition of the trade in arms, nevertheless continue to discharge their cargo or force the lines of the established blockade, will render themselves liable to seizure.

Above all, the treaty concluded on the 31st August 1874, between France and Annam, which has had the effect of opening certain ports to foreign trade, without distinction of nationality, contains in formal terms, as an exception, "arms and munitions of war cannot be either imported or exported for trade."

Our Commissioner in Tonquin, and likewise the Chief of our Squadron have received instructions to take all necessary steps to secure the strict observance of this clause.

I shall be obliged if you will please convey this report of these instructions to the knowledge of the government to which you are accredited, in order that it may warn the captains of the merchant vessels bearing its flag.

Commercial.

SHARES.

Hongkong and Shanghai Bank—New Issue
Hongkong and Shanghai Bank—New Issue
191 per cent. premium, sales and sellers.
Union Insurance Society of Canton—\$625 per share, buyers.
China Traders' Insurance Company—\$73 per share, buyers.
North China Insurance—Tls. 1,450 per share. Canton Insurance Company, Limited—\$112 per share, sales.
Yangtze Insurance Association—Tls. 1015 per share, sellers.
Chinese Insurance Company—\$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$355 per share, buyers.
China Fire Insurance Company—\$375 per share. Hongkong and Whampoa Dock Company—571 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium, sales.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.
China Sugar Refining Company, Limited—\$139 per share.
China Sugar Refining Company (Debtentures)—2 per cent. premium.
Luxon Sugar Refining Company, Limited—\$81 per share.
Hongkong Ice Company—\$155 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—1 per cent. prem. ex int.
Chinese Imperial Loan of 1881—2 per cent. prem. ex int.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/8
Bank Bills, at demand 3/8
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8

ON PARIS.—Bank, at demand 4.63
Credits, at 4 months' sight 4.71
ON BOMBAY.—Bank, T. T. 255
ON CALCUTTA.—Bank, T. T. 255
On Demand 226
ON SHANGHAI.—Bank, at sight 71
Private, 30 days' sight 73

Intimations.

ROYAL YORK HOTEL.
OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY, Proprietor.

503

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL, who spare no pains in providing their visitors with every possible comfort.

502

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the SECOND CALL of \$16.66 on the Shares of the New Issue is Payable on the 31st inst. INTEREST at the Rate of 9 per cent. per Annum will be charged on all Overdue Calls.

By Order, A. S. GARFITT, Acting Secretary.

Hongkong, 25th October, 1883. 504

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five per cent. on Contributions and a DIVIDEND of EIGHTY-THREE DOLLARS and TWENTY-NEW CENTS per SHARE for the year 1882, will be Payable on MONDAY, the 22nd inst. Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board, DOUGLAS JONES, Acting Secretary.

Hongkong, 22nd October, 1883. 504

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors, JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st September, 1883. 503

LOST.

ON BOARD the River Steamer "POWAN,"

AN IRON TRUNK containing BOOKS,

PAPERS, CLOTHING, &c.

The above has probably been taken away by mistake by some Passenger, and the OWNER will feel greatly obliged by its being RETURNED on board the Steamer as early as possible.

Hongkong, 9th October, 1883. 509

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. 508

Amusements.

THEATRE ROYAL.
CITY HALL, HONGKONG.

THE LOFTUS TROUPE

WILL OPEN THEIR SEASON EARLY

NEXT WEEK

(dependent upon the arrival of the next

MTSU BISHI STEAMER)

with

GILBERT AND SULLIVAN'S CELEBRATED

COMIC OPERA

THE

PIRATES OF PENZANCE.

NEW AND APPROPRIATE SCENERY BY

C. J. BARBER.

Correct Costumes and Artistic Properties.

The Company having had a most successful

Season at Shanghai and in Japan, will

spare neither pains nor expense to

mount all their pieces in the

most complete manner.

PRICES:

Dress Circle and Stalls \$2.00

Pit \$1.00

SUBSCRIPTION TICKETS.

Dress Circle or Stalls, 12 Nights, \$20.00

In the Subscription series no piece will be

presented twice.

Box plan now ready at Messrs. KELLY &

WALSH'S.

Hongkong, 20th October, 1883. 514

Intimations.

HOP SHING & CO.

ENGINEERS, BOILER MAKERS,

COPPER SMITHS, BRASS AND

IRON FOUNDERS, &c.

HAVING this day commenced Business, we

are ready to undertake work of the

above descriptions under the Supervision of an

EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and

at MODERATE TERMS.

EVERY DESCRIPTION OF

ENGINE ROOM STORES SUPPLIED.

WEST POINT, HONGKONG.

Hongkong, 25th September, 1883. 518

A CARD.

PRIVATE BOARD AND LODGING

can be obtained for

SINGLE GENTLEMAN—OR—MARRIED COUPLES

AT

No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. 552

FOR SALE.

H. MUMM & Co.'s CHAMPAGNE.

QUARTS \$22 per Case.

PINTS \$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. 5

FOR SALE.

BEST Quality of GOLDEN GATE and

WESTERN MILLS FLOUR, lately from

San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG,

OF HEE CHEONG CHING HONG,

42, Bonham Strand.

Hongkong, 6th August, 1883. 524

J. AND R. TENNENT'S ALE AND

PORTER.

DAVID CORSAIR & SONS'

MERCHANT-NAVY

NAVY BOILED

LONG FLAX

CANVAS.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. 549

CIGARS! CIGARS! CIGARS!

THE CITY OF MANILA CIGAR STORE.

FOR SALE.

CIGARS of all Brands and from every known

factory in Manila, are constantly being

received. Owing to the peculiarly advantageous

position of the Undersigned in regard to the

CIGAR trade with Manila, he now offers Cigars

of all brands, fully matured, and ready for

immediate smoking. Quality Guaranteed.

JOSE M. BASA,

No. 51, B, QUEEN'S ROAD, CENTRAL.

Hongkong, 10th October, 1883. 543

MR. MOORE begs to recommend his

GOGO SHAMPOO WASH

to the public as unrivalled by any prepara-

tion ever produced for promoting the growth

to the hair. The basis of this compound is

made of soap root; the natives of the Phil-

ippine Islands never use anything else for

washing their hair; they are never found bald,

and it is quite common to see the females with

hair from 5 to 6 feet long. By constantly using

this Shampoo Wash, as directed, you will

NEVER BE BALD.

The proprietor, offers the Wash to the public

entirely confident that by its restorative

properties it will without fail arrest decaying

hair. It completely eradicates scurf, dandruff,

and cures all diseases of the scalp. By its cooling

properties it allays the itching and fever of the

scalp, which is the great cause of people losing

their hair.

MR. MOORE has succeeded in being able to

put this wash up in bottles without allowing it to

ferment, and he will guarantee it to keep any

length of time in any climate.

FOR SALE ONLY BY MOORE & Co.

VARIETY STORE.

Queen's Road Central.

Hongkong, 25th January, 1883. 589

G. FALCONER

LOSS OF THE BRITISH SHIP
"G. C. TRUFANT"

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry was held at the Harbour Master's office yesterday (the 23rd instant) to investigate the causes which led to the abandonment and loss of the British ship *G. C. Trufant*. The Court was composed of Captain H. G. Thomsett, R.N., (President); Lieutenant George W. Balliston, R.N., Navigating Officer, H.M.S. *Victor Emanuel*; Captain Pearne, R.N.R., master of the British steamer *Arabic*; Captain Watson, master of the *Charles Dali*; and Captain Dester, master of the British ship *Lohair*. The following brief summary of the proceedings gives the gist of the enquiry:—

The *G. C. Trufant*, official number 70,696, 1,529 tons register, was commanded by Gamaliel Thomas, whose certificate, obtained at Sunderland on January 1st 1884, is numbered 30,189.

Some rather peculiar facts were elicited during the enquiry which are worthy of attention. The *G. C. Trufant* left Hongkong harbour on August 27th, bound for New York, with a full cargo. In addition to one passenger, who was formerly owner of the vessel, there were on board, the master, second mate, boatswain, second boatswain, carpenter, cook, steward, and 16 men, and two boys, forming a crew, all told, of 25 souls. There was no one on board with an English certificate of competency excepting the master of the vessel. Captain Thomas, it appears, had shipped a first mate at the Harbour office in Hongkong at \$50 per month for the run to New York; but the mate, whose name is John Wareham, failed to turn up and the ship left without him. The master afterwards appointed Mr. Flint, the boatswain to the position of mate, and a seaman named Madison was made second mate, and put on the ship's Articles as acting in that capacity. It is noteworthy that neither of these two men had any certificate entitling them to hold such positions.

Captain Thomas admitted in his examination that he had not shipped Madison at the Harbour Master's office because he knew he had no certificate and consequently would not be shipped there.

Everything seems to have gone all right with the *G. C. Trufant* until the morning of September 7th, about half an hour after midnight, when she ran on the Fiery Cross Shoal, in the China Sea, which was supposed by the skipper's reckoning to be some fifty miles distant. The vessel remained on the shoal about half an hour when she slid off and was put to the southward until 5 o'clock when she was headed to the northward close to the shoal for the purpose of striking the ship's post. The master, however, then abandoned the ship, and the description of the Fiery Cross Reef and also that his vessel was making water very rapidly, although the pumps were kept constantly going, determined on running for Port Barton in the N.W. part of the Palawan Island. The ship was accordingly run into Port Barton and beached on a soft bottom. The master, passenger, and eight men then started for Manila in one of the boats for assistance, and the balance of the crew followed them shortly afterwards in the ship's boats, the vessel, at the time they left, having some nineteen feet of water in her hold. No lives were lost.

The following is the official finding of the Court:—

FINDING.

We find that the British ship *G. C. Trufant*, official No. 70,696, of which Gamaliel Thomas, No. of whose certificate of competency is 30,189 was Master, struck on the Fiery Cross Reef in the China Sea on the 7th September 1883, at 12.30 a.m. that she was backed off, making water, which, rapidly increasing, determined the master to run for the shore, and ground the ship. Port Barton in the N.W. part of the Palawan Island was chosen, and the vessel was grounded there on the 11th of September, having about 19 feet of water in the hold.

We are of opinion that the grounding of this ship on the Fiery Cross Reef is to be attributed to the vessel's meeting with an unexpected and unusual South-Easterly current.

We attach no blame to the master for the loss of the vessel, and we are of opinion that he did all a prudent man could do for the ship and safety of the crew.

From the evidence, it appears that the master left this port in the British ship *G. C. Trufant* without having at least one officer, besides himself, possessing a valid certificate, appropriate to the grade of only mate therein, or to a higher grade.

As the loss of the ship cannot be attributed to this breach of the law of the Colony, it is not for this Court to deal with it.

Given under our hands at Hongkong, the 23rd day of October, 1883.

H. G. THOMSETT, R.N.,
Spendary Magistrate.
GEORGE W. BALLISTON,
Lieutenant, R.N.,
W. G. PEARNE, R.N.R.,
Master O. & S. S. *Arabic*.
W. J. WATSON,
Master British Ship *Charles Dali*.
F. W. DEXTER,
Master British Ship *Lohair*.

AFFAIRS IN TONQUIN.

[FROM OUR OWN CORRESPONDENT.]

HAIIPHONG, 19th October 1883.

Until Friday last matters here have been very quiet, and business has been going on much as usual. On that date a good deal of alarm was excited by the report that a detachment of the Black Flags, 3,500 strong, intended making an attack on the town, which was garrisoned by about 500 French troops. However, nothing has been attempted so far, although it is currently rumoured in native circles that both Black Flags and Annamese pirates are assembled in great force somewhere in the vicinity.

Nothing new from Sontai. There appears to be grave doubts in some quarters as to whether the arrangements made by Mr. Harmand with the Black Flags through the Annamese Commissioners, by which these sturdy braves are to retire from Sontai and district, will be carried out, and from what I can learn from native sources there are likely to be difficulties in the way. However, although my latest news from Hanoi speaks of renewed preparations by the Black Flags for an attack on that town, no advance from Sontai has yet been made. It is quite certain, so I am credibly informed, that the French will make no forward movement from Hanoi until the arrival of fresh reinforcements and artillery suitable for warfare in this country.

I visited one of the leading officials this morning and he mentioned in the course of conversation that Admiral Courbet will probably land a strong force from the men-of-war here to-day. It is the intention, I believe, to make an advance on Bac Ninh, but I have also heard that Sontai will be the first place assailed. In my next letter I hope to be in a position to give you some definite information concerning all these matters.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE "LOGAN" TRIAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—From "Englishman's" letter, which appeared in the *Daily Press* of the 12th inst., it seems to me that person knows very little, if he knows anything at all, about the Sowki-wan murder case, referred to in my previous communication. "Englishman" says:—"In my opinion that case shows the evil of allowing criminal cases here to be re-opened, as many people believed then, and I do now, that the evidence given by the witnesses at the trial for murder was substantially correct, and that when these witnesses were afterwards convicted of perjury, three of them on their own admission, said they had been got at by the friends of the pirates."

Now, Sir, in the face of known facts, the above expression of opinion clearly shows what kind of a man this specimen of an Englishman is. Not only was the action taken by Governor Sir Richard McDonnell in setting aside the verdict and ordering a new trial a humane, fair and honorable course—it was an act of justice which he owed alike to the Government and the poor men who were under sentence of death for a crime they never committed, and which met with the approval of all right thinking men.

As to "Englishman's" belief that the evidence given at the first trial was substantially correct, I dare say it was for the prosecution. If my opinion is to be relied on there was no evidence for the defence forthcoming, for the simple reason that the Inspector who had charge of the case took very good care to send the witnesses away before the trial came on. The result was that a verdict of wilful murder was returned against Shek Luk and three other men. However, it is worthy of note that after the second trial and the release of Shek Luk and his companions in misfortune, this clever Inspector was dismissed from the service.

"Englishman" states that the false witnesses who were afterwards convicted of perjury—three of them on their own confessions—had been got at by "friends of the pirates." In his next letter to the *Daily Press* this gentleman ought to give the names of the "friends of the pirates" who had so powerful an influence over the witnesses as to induce them to confess that they had committed gross perjury. He ought also to state who were the pirates.

If "Englishman" is laboring under the impression that Shek Luk and the three other unfortunates were pirates, and that the Chinese community of Hongkong who saved them from an ignominious death were the unscrupulous friends he alludes to, he is vastly mistaken. Shek Luk was the owner of a cargo boat employed in carrying stones between Hongkong and Canton for many years; he was a poor man, but honest and of good character, and the three other men were either his nephews or cousins. After the death sentence was passed, these men had only to calmly resign themselves to their fate, as they had neither friends nor relations with any influence to move on their behalf. But the Chinese community of Hongkong ever ready to lend a helping hand in redressing wrongs, saw good cause to take action, and the Government at once granted the prayer of the petition, to the satisfaction of all lovers of justice, both foreign and Chinese. The result of our labors was eminently gratifying to the writer of these lines, who, in conjunction with the Hon. Cecil C. Smith, the then Registrar-General, took great pains in tracing out the truth of the case.

As mere lovers of justice, myself and countrymen only performed our duties to Shek Luk and his associates in saving them from a death they had done nothing to deserve, and it is only as a lover of justice and fair-play that, in the face of the evidence produced at the Logan trial and the summing-up of Chief Justice Sir Richard Rennie, I contend the verdict should be set aside and a new trial granted as requested by the High Provincial Authorities in Canton.

Yours faithfully,

CHINAMAN.

Hongkong, 16th October, 1883.

THE "MINARD CASTLE" INQUIRY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I have seen a letter which says that Captain Skinner, late of the *Minard Castle*, had his certificate returned to him with honour on his arrival in England. By this it is evident the Board of Trade did not agree with the Court of Inquiry held here. The Board of Trade as a rule does not err on the side of being lenient, and at the time of the inquiry here I certainly thought a suspension of 3 months would have been sufficient under the circumstances, as the rocks were sprung out of position and as at the most Captain Skinner's fault was an error of judgment to which we are all liable. Mr. Raffles, the well-known spendary magistrate of Liverpool, has said in court over and over again that he will never, if he can avoid it, suspend a master's certificate for an error of judgment, which was the cause of Captain Skinner's trouble, for a master cannot trust an officer who holds as good a certificate as himself (though not a Hongkong one) though a junior officer, who can be trusted?

If Captain Thomsett were to fine a master or any £500, the whole community would be down on him, yet the decision of the Marine Court was a fine of £500 on Captain Skinner, by preventing him even if he were able from getting a ship and supporting his wife and family for seven months after his arrival home. A master's losing his ship is a heavy punishment enough without getting his certificate suspended. I dread myself, from the time my anchor is up until it is down again, fearing if anything happens I will be in the clutches of a Hongkong court of inquiry, as I consider the manner in which all courts of inquiry are held is rotten to the core. Only a few years since a master was tried as a criminal, and in the same case where a man a short time before had stood on his trial for murder but I am glad to say this and a few other things are now altered, although many more reforms are yet required. Why naval officers should sit on the trial of masters in the merchant service I cannot imagine, as a naval officer can form no idea of the duties on a merchant vessel. On board this latter class there are no more cats than can catch mice, and not even so many, at times, and very often the men are not worth their salt. In England, for instance, a poor devil of a ship master was tried before a court consisting of a J. E. and two naval officers (Captains, I believe), and his certificate suspended for six months because he did not take cross bearings of two lights 60 miles apart, although the lights had only a range of 20 miles each. I need not say his certificate was returned on appeal, and I believe, £500 damages. Naval officers as a rule have some pitance besides their pay, whilst masters of merchant vessels live from hand to mouth.

I am sorry to trouble you with these lines, but am glad to see that a snub, though so small, has been administered to a Hongkong Court of Inquiry.

I remain,

Yours truly,

A BRITISH SHIPMASTER.

Hongkong, 29th October, 1883.

SHANGHAI.

The Grain Commissioner of Kiang Su, H. E. Wang, and the Sub-prefect of Tai-ching, Mr. Chin-Sau arrived here yesterday afternoon, the 23rd inst. They came to pay a complimentary visit to Viceroy Tso.

We hear from reliable sources that H. E. Tso brought with him in the "Chin-chen" a quantity of silver, valued at 140,000. With this amount has to be paid part of the expenses incurred in building the Yangtze Guard Boats and some war material ordered by the Arsenal.

The High Mandarins should not visit civilized places. The abominable row they make is quite useless near civilization. When Li Chung Tang was here he drove people almost crazy by the explosions of gunpowder all day and night. He very nearly blew up the writer; the first gun exploded just a step before him, as he was walking along the streets.

From what we have seen this morning, backed by the confident purchases of the owners of the stable at the lotteries, we are convinced that Mr. Arthur's stable will win the Maidens, the St. Leger, and the Champions; as well as many other races. Should we report the performances of other stables, they would sink into insignificance beside the powers of Mr. Arthur. We know what he can do, and we believe that he can beat Mr. Kelly and all others for the races we have mentioned. Anxiety and incapacity in the stable have divulged the secret.—*Mercury*.

H. E. Tso-Tsung-Tang was to leave for Wooning this evening, the 23rd inst. in the Chinese corvette *Chungking*, where he will inspect the newly-organized naval reserve, composed of fishermen of Tsung-ming Island and the neighborhood of Wooning. He will afterwards proceed to Nanking.

We regret to hear of the death of Mrs. Russell Young, wife of the United States Minister to China, which occurred at Paris. Mrs. Young was formerly Miss Julia Eleanor Cleveland, Coleman, only child of Mr. James E. Coleman, N.Y., and niece of General Marshall Jewell, once Minister to St. Petersburg, and a member of General Grant's Cabinet. She was married in April, 1882, on the eve of Mr. Young's departure for China, to assume his mission.

H. B. M.'s corvette *Circe*, Commander G. J. Anstruther, arrived in harbour, from Japan, on the 22nd inst. She anchored below the shipping and came to the naval buoy opposite the Bund this morning. She reports that when between Yokohama and Nagasaki she experienced a typhoon in which she lost two cargo boats. She also picked up 9 Japanese off wreckage and a raft and landed them in Kobe. She left Nagasaki on the 18th and had fine weather to port. The *Circe* is expected to winter here.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

October 16th, 1883.

Yesterday Mr. J. H. Frandon arrived from Peking and took charge of the French Consulate. To-day Mr. Zuck leaves by the steamer and is going home on six months' leave. He is much esteemed here.

Kaiping shares are quoted Ts. 80 by the *Hu-pao* of the 13th, and Ts. 100 has been refused here by holders. Nearly 1,000 shares held by a Cantonese at Hongkong were ordered to be sold at Shanghai last. News arrived of his failure for \$500,000. The two managers of the C.M.S.N. Co., Messrs. Shui and Chang have returned, the former by the *Yehsin*, the latter per *Poochi* yesterday, taking with them, and to be sent on after them, Ts. 300,000 in Sycee, and Ts. 700,000 in credits. Special permission is granted, and said confirmed from Peking, to Mr. W. J. Chief Director to the Tonkin, to work also the iron and silver mines of Kaiping to the eastward.—*Shanghai Mercury*.

YOKOHAMA.

The French frigate *Tourville*, 27, Captain Bosc, arrived here this morning, the 12th inst., from Hongkong.

A portion of the Russian squadron, the *Duk* of *Edinburgh* (flagship), and the *Skobloff* and *Najadnik*, arrived here on the 11th inst., and exchanged salutes with the port and the two Admirals in harbour.

It is reported that the steamship *Akitsu-hima*, *Maru* is ashore off Sirooski, and that another vessel, the *Kanko Maru*, has been wrecked off Yokohama, both disasters occurring during the heavy gales of last Tuesday. The *Higo Maru*, Captain Walker, was despatched on the morning of the 12th inst. to the assistance of the *Akitsu-hima*.

Telegraphic information has been received here of the wreck of an American ship at Iruma, on the coast of the province of Idzu in Shikoku Kan. The report says that no lives have been lost, and in the telegram the clue is given to the name of ship or captain, for although both are mentioned, neither can be made to agree with any names known in these waters or expected to arrive here.

The "Loftus Troupe" of artists, comprising twenty-one actors and assistants arrived in the *Gentle Maru* on the 11th inst. Their first performance is advertised for Saturday evening, when they will present the "Pirates of Penzance" at the Gaiety Theatre. Many of the seats are already subscribed for, so, weather permitting, a full house will doubtless assemble. The Loftus Company brings good credentials from critical audiences in many parts of the world.

The Koreans are said to begin to have a lively appreciation of the advantages of civilization. For instance, the Minister for Foreign Affairs at Sui has given in European style a banquet to the Japanese Minister. According to the *Hochi Shimbun* the Japanese Excellency did not appreciate Korean melodies. This probably is by the way, as the information volunteered that Europeans residing in Korea are not greatly enamoured of its social delights. The Japanese Legation, they say, is not the gayest place in the peninsula. Pioneer sojourn in a new country is never without its drawbacks.—*Japan Mail*.

NAGASAKI.

The Japanese Government has presented a sum of fifteen hundred yen to the family of the late Dr. Geertz.

A recent issue of the *Hochi Shimbun* says that the Russian Consul at Nagasaki has been invested with the insignia of the fourth class of the Order of Merit and of the Rising Sun.

Some residents in the capital from whom money was extorted to pay the Shimonoseki indemnity shortly before the abolition of the Shogunate, have lately forwarded a petition to his Imperial Highness, Awa-no-gun, second Minister of State, asking for the restoration of their money.

Mr. T. Namura, Secretary of the Law Department, arrived from Tokyo on the 7th inst., and is staying at the Uyeno Hotel, Man-ai-machi. His presence here is in connection with the murder of the Chinese, Wai Ego, by Japanese police.

A small steamer, which was some time ago built at the Patent Slip, and has since been lying at Ananura, was yesterday transferred to the Kido-Unyu Kwaisha, and is now flying that Co's flag—a white ground with a dark

band at the top and bottom, and a large red star in the centre.

The time-honoured festival of *Kunichi* was duly observed on Sunday, Monday, and Tuesday last. The weather was, as usual, all that could be desired throughout, and every thing passed off very pleasantly, with the exception that four men were injured by the sacred car, as it was being carried up the temple steps on the third day. One of them was somewhat seriously hurt, and had to be taken to the hospital.

On Sunday next and two following days, a grand festival, in honour of the soldiers slain during the Formosa and Satsuma wars, will be celebrated at Inaridake (the site of the recently demolished Government hospital). The principal reason for the festivities being arranged on such a large scale this year, is owing to a desire on the part of the Head Government to ally the ill-felling entertained in the army and navy against the civil authorities of Nagasaki, in connection with the erection of the hospital over the graves of the dead heroes, without first removing and re-interring all the bones, numbers of which were shortly afterwards discovered beneath the ground, and on the surface. When the circumstances of the case were made public, the agitation in the army was so great that the then Governor of this *ken* had to be dismissed in disgrace, the hospital had to be pulled down, and all the remaining bones had to be gathered together and re-interred at great expense in a place specially set apart for that purpose. Mr. Hojo, an officer who has been appointed to represent the "Mikado" on the occasion, arrived from Tokyo on the 7th, and on the 8th he proceeded to Kumamoto, for the purpose of visiting the battlefields in the vicinity.

The most famous *Kuwa*, *Hysei*, and *Kongo* left Kobe on the 6th, and arrived here on the 11th, to take part in the proceedings. General Tani and Admiral Nire will be present, to represent the army and navy departments respectively. A grand display of fireworks will be given on each day, there will also be dancing, wrestling, fencing, etc., etc. The Government offices and principal places of business will, we believe, be closed, and a general holiday will be observed.—*Rising Sun*.

Captain Matsura, H. I. J. M. N., has been appointed to the important command of the *Tsukushi Kan*, relieving Mr. James, who brought this latest acquisition to the Japanese Navy from England to Japan.

The enquiry into the loss of the Mitsu Bishi Co's mail steamship *Sumida Maru*, on the Black Rock, has resulted in the suspending of Capt. Hubert's certificate for twelve months.

The Russian man-of-war *Sokol* arrived from Vladivostok on Thursday morning last, and on the same day she was towed to the slip, where she is to undergo extensive repairs.

We have been requested to state that it is strongly advisable for men-of-war playing with electric lights in the harbour not to throw their lights upon, nor in the vicinity, of vessels under weigh, as it completely blinds every one whose eyes come in contact with it, beside rendering the appearance of objects and distances utterly deceptive as to make navigation extremely dangerous. On Monday night last, the electric lights from the Japanese man-of-war were played upon the *Takachiho Maru* and the *Strathmore*, as they were steaming in both of whom in consequence experienced great difficulty in coming to an anchorage, and we believe, had narrow escapes from serious accidents.

H. B. M.'s surveying-vessel *Flying Fish* arrived from Korea on Saturday last, and is expected to leave to-day for Hongkong, where the officers and crew will be paid off and the ship commissioned for surveying purposes. The corvette *Corvus* sailed from Yokohama, via the Island Sea, on Tuesday evening last, after having experienced a very severe gale, in which three boats were blown completely out of the davits. The *Corvus* left at noon on Thursday, bound to Shanghai, where she is under orders to winter. One of the fleet is reported to be coming here to winter, in which case it will, in all probability, be the sloop *Swift*.

During the past week, information has been received here of the stranding of no less than three Japanese steamers on different parts of the coast, viz.—the Mitsu Bishi Co's *Akitsu-hima Maru*, on Cape Shiriya, near the entrance to Tsugaru strait; the Mitsu Bishi Co's *Kuorio Maru* on Cape Idzu, about seventy miles from Yokohama; and the Kido Unyu Kwaisha's *Suhime Maru* in the Akita river, in the N. W. of the Island of Nippon. With the exception of a report to the effect that the *Akitsu-hima* is a total wreck, no particulars have transpired here, consequently the causes of this series of strandings or the extent of the damages sustained by the unfortunate vessels can only be conjectured.

The *Akitsu-hima* (formerly the *Montgomeryshire*) was a flush-deck vessel of 1,145 tons, registered, commanded by Capt. J. Frahm, and was one of the Co's largest and finest steamers. The *Kuorio* (formerly the *Columbia*) of 840 tons register, was at the time of stranding commanded by Capt. G. Withers; Capt. F. Crighton had been temporarily in command of her for several trips previously, but had just been relieved. The *Suhime* (formerly the *Ardent*) is a vessel of 475 tons register, and is commanded by Capt. Makihara, a Japanese.—*Rising Sun*, Oct. 20th.

LOCAL AND GENERAL.

The British gunboat *Zephyr* arrived at Foochow from Nagasaki on the 8th instant.

H.M.S. *Vigilant*, Lieut. Commander Maxwell, has arrived at Yokohama from Chefoo.

REAR-ADMIRAL CLITZ, of the United States Navy, and predecessor of Admiral Pierce Crosby on the China Station, will retire from the service on the 1st of December next.

Mr. G. W. Aston, Her Majesty's Consul at Kobe, has left that port in H.M.S. *Sappho*, to join Sir Harry Parkes at Chefoo, for the purpose of assisting His Excellency in negotiating a new treaty with Korea.

We are credibly informed that Admiral Pierce Crosby in command of the United States Navy fleet in China waters will go home very shortly, his relief, whose name we have not yet been able to learn, being now en route to China.

The German corvette *Leipzig* and the U.S.S. *Essex* were at Nagasaki on the 10th inst. The latter was under orders to leave for Chefoo on the 13th, and the *Essex*, owing to having sustained some damage to her machinery, was a probable candidate for the dry dock.

Many friends in this colony of Captain Skinner, late of the steamer *Minard Castle*, will be pleased to learn that the Board of Trade have refused to sanction the verdict of the Hongkong Marine Court of Enquiry, and have ordered Capt. Skinner's certificate to be returned to him at once. A few observations on the subject will be found in our editorial columns.

The German steamer *China*, 645 tons register, was sold by public auction, by Mr. G. R. Lamert this forenoon, the 10th inst. There was a large number of Europeans, as well as Chinese on board, and after some brisk bidding the *China* was knocked down to Captain F. W. Toden, of Shanghai, for \$15,000. The first bid made was \$10,000 by a European. The Chinese made no offer whatever.

The U.S.S. *Essex* now undergoing repairs in Nagasaki, owing to a break-down of her machinery, will not be in sea-going trim for the next two months.

We are glad to hear that the Portuguese gunboat *Tanagra*, with the unfortunate watchman Diaz on board, left Canton early yesterday morning (the 19th inst.) and safely arrived at Macao in the course of the afternoon.

We learn that General Mesney has returned from his recent wanderings and is now at Canton. It is rumoured that the General has been offered an important appointment under the Chinese Government in connection with the Foochow Arsenal.

OFFICERS drawing Chinese teachers' allowance are notified in the *Government Gazette* that in future all applications for extension of time to prepare for their examinations must be made to the Colonial Secretary through the heads of their respective departments.

SAYS the *Shanghai Courier*.—It is currently reported that His Excellency Li Hung-chang has advanced one million taels to one of the managers of the China Merchants' Company; that His Excellency Tso Tsung-tang has responded to an application made to him for a loan to the extent of Ts. 750,000; and that the Chinese have negotiated a loan with a local foreign bank for Ts. 300,000.

We learn from our Manila files that a devastating fire occurred on the night of the 2nd instant at Zamboanga, burning two-thirds of the houses down. An immense number of people are now homeless and living under improvised tents, made of bed sheets, in the plazas. The fire commenced at 8 o'clock in Zamboanga street and soon reached gigantic proportions, being fanned by a strong southerly breeze. No lives have been lost so far as we can ascertain.

The *Shanghai Mercury* of the 15th inst. observes that Mr. John Russell Young, the United States Minister to China, was to leave that port on the following day for Tientsin by the steamship *Fung-shing*. We were under the impression, in fact we had good reasons for believing, that His Excellency intended paying Hongkong and Canton a visit before returning to the north. Probably something of political importance has transpired which requires Mr. Russell Young's presence at Peking.

The Russian war-vessel *Opritchnik*, Captain Ivashovitch, arrived in harbour yesterday morning, the 21st instant, and saluted the port. Commodore Cuming, Rear Admiral Meyer, the French commander-in-chief, and Rear Admiral Von der Goltz of the German Navy, the salutes were duly returned by the shore batteries, and from H.M.S. *Victor Emanuel*, the French flagship *Victorieuse*, and the German corvette *Slesch*. The *Opritchnik* is of the same class as the *Plastoun* and other Russian cruisers which have previously visited Hongkong.

COMMENTING on the report that Admiral Wiliam had ordered H.M.S. *Zephyr* to proceed to Foochow at once and anchor, as near to the Settlement as possible instead of at Pagoda Anchorage, where the men-of-war usually lie, the *Foochow Herald* of the 18th inst. says:—"We have not, as yet, had the pleasure of observing the *Zephyr* up as far as Foochow, and probably there is some sufficient reason for her not venturing further than the Anchorage." Our contemporary further remarks:—"Our new British Minister clearly means business, and considering the loose state of affairs of recent years, the decisive measure already adopted to re-establish our lost prestige is highly gratifying."

SAYS the *Nagasaki Express* of the 13th inst.—It is just a month ago to-day since the Chinese subject, Wai Ego, was killed, or rather murdered, by a Japanese policeman, whilst on duty and in uniform, in the Chinese part of the Foreign Settlement, and as yet nothing has been done by the Japanese authorities to clear the matter up or to offer any proper explanation or satisfaction to the Chinese authorities for the fact they have apparently taken in this grossly violating the Treaty between the two countries; from which it certainly begins to look as though the Chinese will get nothing at all beyond what they are prepared to enforce. The matter is really a very grave one, and one the issue of which seriously affects the Chinese Government and the standing of Chinese subjects in Japan. There is not much doubt, it is generally thought, that it is an insult indirectly aimed at the Chinese Government, and that Japan has purposely chosen the present opportunity as a favourable one now that China is fully occupied with the Franco-Annamese difficulty.

INSPECTOR JOHN C. SWANSTON, who came out with the first batch of Scotch policemen some eleven years and nine months ago, was this morning (the 23rd inst.) sworn in for another five years' service in our local force. Inspector Swanston is not much of a "fiver" to look at, being rather a slim, though cleanly built, fellow, but the fact that he has done nearly twelve years' service without as much as having been one of the colony goes a long way to prove that he is one of those heathery-bred slab-sided sons of Scotia who are as tough as leather. The worthy Inspector has done most of his service at the putting stations, where his general management of affairs has been very successful. When leaving his former post at Shau-ki-wan, the natives mustered together in force and presented the retiring Inspector with a handsome silk flag, suitably embellished, and setting forth the many virtues of the recipient. Mr. Swanston goes home on the 30th instant on nine months' well earned leave, and we have much pleasure in wishing him: *bon voyage* to John O'Groats and a safe return to Hongkong, where his many good qualities have made him universally respected by those who have the pleasure of his acquaintance.

ACCORDING to a writer to the *Foochow Herald* of the 18th inst.—In reference to your article in last week's *Herald* warning foreigners to be prepared for an outbreak on the part of the natives, and pointing out that the Mandarins announce their inability to control the populace in the event of war between China and any Western Power, may I be allowed to point out that such an announcement on the part of the authorities means that they would never, if any, would foreigners be as you describe them, "like sheep without a shepherd, but sheep with the butcher unpleasantly near." Owing to the peculiar geographical position of Foochow it is impossible for the Home Government to protect British subjects, but surely the government, if asked, would supply arms and ammunition, and then all that would be necessary would be for Europeans to learn the manual and platoon exercises, and there will certainly be in the community some one capable of teaching these, and then we may all feel sure that whatever happens we shall be able to give a good account of ourselves, for it is scarcely necessary to point out that a hundred, well armed, fairly drilled men, intent on sticking together, might defy the most murderous of mobs. Let some one interested in Foochow form a committee and see what the general feeling of the public is as regards making some provision for the hour of danger, and if it never comes, well, a little drill, shooting, and a little exercise are not bad things in themselves.

The British steamer *Torge Yuan*, of the China and Manila Steamship Co., has changed her name and will henceforth be known as the *Anatolia*.

We learn that the victim of yesterday's (the 22nd inst.) Gage Street tragedy, Miss Berger, succumbed to the effects of the wound received from the pistol ball, and died at the Civil Hospital at 2 a.m. this morning. An inquest was held at 3 o'clock this afternoon and was still proceeding when our report left.

We read in a Japanese native paper that the Mitsu Bishi Company spent a good deal of money in attempting to raise the *Sumida Maru*, and then sold the wreck and cargo to Mr. Nakamura, of Junki-machi, Osaka, for 10,000 yen. The purchaser has 97 coolies and 10 divers constantly employed at the wreck, and expects to raise the vessel next year.

We very much regret to learn of the sudden death of Madame Vaucher, an old and widely esteemed resident of this colony, which occurred about 8 o'clock this morning,

that he had never been on board. He then gave some particulars of difficulties he had experienced in regard to the survey of the *Kalen*. The Chairman said it would be much better for Mr. Möller to put his grievance into writing. Mr. Möller answered that he would do so at once if it was necessary. The Chairman—You need not trouble now. Mr. Möller—Then when will you have it? The Chairman—Whenever you please. Mr. Möller—I will lay my grievance before the Directors to-morrow in writing. I am old enough to know what I have to prove, and I can prove it, and reformation is absolutely necessary. The meeting then terminated.—*Courier*.

THE SUBSCRIPTION IN AID OF THE PROTESTANT CEMETERY AT MACAO.

To the Editor of the "Hongkong Telegraph." SIR,—With your permission I beg leave to submit for public perusal the following list of subscribers so far as the Macao Cemetery Fund, whose kind liberality is hereby gratefully acknowledged. The work of restoration is already in hand.

I avail myself of this opportunity to thank you personally for your courtesy in publishing my appeal, and otherwise interesting yourself in the cause.—I remain, Sir, faithfully yours,

W. H. MEDHURST.
Hongkong, 16th October, 1883.

NAME	AMOUNT	NAME	AMOUNT
F. B. Johnson	\$100	H. L. Dymally	\$10
Jno. Leppell	100	W. B. Forster	10
Wm. H. Forbes	50	G. S. Coxon	5
T. Jackson	50	P. B. Johnson	5
C. P. Chao	25	E. B. Coombs	5
A. P. McEwen	25	G. B. Johnson	5
P. Byrne	25	J. M. Johnson	5
W. S. Young	25	J. M. Johnson	5
Wm. Beiner	25	J. A. Johnson	5
E. D. Saeason	25	J. A. Johnson	5
C. Stibel	25	H. W. Johnson	5
C. D. Bottomley	25	H. W. Johnson	5
E. B. Bellis	25	A. G. Morris	5
B. Taylor	25	A. S. Watson & Co.	10
A. Both	25	S. S. Lowe	5
G. E. Noble	15	P. E. O. Ayres	5
S. Hancock	15	A. E. von der Horst	5
Douglas Jones	15	J. Newman Davis	5
J. Bell-irving	10	H. Matthei	5
J. G. T. Havel	10	H. Matthei	5
J. B. Coughlin	10	A. G. Morris	5
E. Mackintosh	10	J. S. Cox	5
J. Thurburn	10	D. Sayle	5
R. Syme	5	Wm. McGregor Smith	5
J. Russell	5		

NAME	AMOUNT	NAME	AMOUNT
Geo. Phillips	\$5	J. L. S.	\$5
W. Ashmore	5	G. O. Pittman	5
J. John Liddell	5	B. von Beckendorf	5
G. Smith	5	H. Craig	5
A. H. H.	5	H. Craig	5
Wm. Eaton	1	A. Friend	5
Bradley & Co.	5	The Misses Astell	10

NAME	AMOUNT	NAME	AMOUNT
Thomas Thomas	\$20	T. J. E. von Pustau	\$5
Alfred Bove	20	E. S. Sampson	5
A. T. Dural	10	A. E. Raven	5
R. Grid	5	K. D. Adams	10
G. D. Pearson	10	Edward W. Mitchell	10
W. H. Wood	10	E. W. Wood	10
E. D. Cunningham	10	E. E. Wood	15
H. F. Dent	10	Morrison Murray	10
R. M. Gray	10	H. B. M. Vase	10
Siemens & Co.	20	Connell, Macao	25
Carlows & Co.	20	W. H. Medhurst	20

NORTH BORNEO.

Our correspondent from The East Coast mentions the following few important facts "on dits":—

The detonations resulting from the Sunda Straits eruptions were distinctly heard over the whole Coast Line, and the sun presented a greenish hue for a week after the sad event. The general health of the inhabitants is excellent.

Agriculture is to the fore. The success of the tobacco experiment made by the China Sahab Company proves of infinite value. The tobacco now cured experts state is equal to that of the famous Sumatra. The sugar cane patches on the various rivers have grown to perfection, and Mr. de Lissa, who has for the past fifteen months anxiously watched this industry, announces his opinion that the soil and climate of the Sandakan district possesses the highest attributes for successful sugar cultivation and his opinion is shared by Mr. Reece, another expert, and the latter gentleman has selected very large areas of land for a powerful Australian Company for sugar cultivation only. It is a secret here that Messrs. de Lissa and Sachse are proceeding to Hongkong by this opportunity in order to draw the attention of the refineries of China to the profitable neighboring resource they have in the near future for raw sugars grown and manufactured in North Borneo. These gentlemen, as the pioneers, were allowed the first pick of land and have certainly struck it. In their selections of 10,000 acres of freehold on the banks of the new fabled "Sagaya" and "Sagayal" rivers, the "Sagaya" and "Sagayal" allotments realized at the first sale for 10 acres \$40 the acre and 20 acres were sold on the same river to a Singapore Gambia and Pepper Company at a relatively high figure.

The event of the month is the popular demonstration which took place when Mr. W. B. Pryer, our noble hearted Government Resident of the East Coast, left for China on leave. A public meeting was first called resulting in the appointment of sub-committees representing the different nationalities—who were empowered to draw up and present an address and take measures to get it as numerously signed as the short time would permit, the evening before the departure. The deputations, consisting of Chinese, European, Sooloo, and Malay gentlemen of repute, waited upon Mr. Pryer and informed him that the numerously signed address had been translated into Chinese and Malay and the chairman handed it over after it had been read by the Hon. Secretary. The following is a copy:—

To W. B. PRYER, Esq.,
Resident of the East Coast,
North Borneo.

SIR,—We, the residents of the East Coast and citizens of the City of Elupora, North Borneo, approach you on the eve of your departure on leave of absence with affectionate respect. We recognize the fact that you are the true founder of the East Coast, so far as opening it up to trade and commerce under a safe and benign rule is concerned.

We are aware of the history of your first advent at "Elupora" before a tree had been felled, and with but two or three men under you as Pioneers; and we cannot but admire at the present moment that the City of Elupora is a successful fact and its environs opened up for agricultural purposes.

You have steadily persevered in your labors from that first moment until now, and in years have clasped before you have sought to relieve yourself by absence from the scene of your great undertaking.

We know how difficult your task must have been, inviting all nations, as traders, denizens, and citizens, and it must be a proud moment this when you receive the present address

from the representatives of thousands of the many nations whom you now leave, contented to await your expected speedy return.

(Here followed the signatures of European, Chinese and Malay, forming quite a volume.)

On the departure of the vessel a most imposing scene was enacted. The newly erected and commodious Government jetty had been gaily decorated with light arches formed of beautifully variegated foliage and in the centre on one side of one of these bowers was erected a platform. The populace lined the jetty and approached to the number of at least 2,000.

As His Excellency and staff, accompanied by Mr. Pryer, made their way to the steamer, three ringing cheers were given for our esteemed governor, and a stop was made by the party who were invited to the platform. Here the Mahomedan and Chinese principal citizens addressed Mr. Pryer in the highest terms of respect and praise, to which His Excellency graciously replied amidst loud "salams" and "vivas," the native drums and gongs and crackers also forming a feature not the least interesting.

Mr. de Lissa also spoke on the occasion, and in doing so pointed out that in his opinion the expression of that moment represented that of thousands of people. He said the British North Borneo Company had nobly redeemed their promise to the British Government. If they had spent three millions, instead of as they had done only so many hundred thousands of pounds, the result could not have been more satisfactory. His heart swelled with pride when on an occasion like the present the one man could call into existence such a stirring scene which enabled thinking men to estimate the true worth of this new country. They might not have a dollar in the treasury, but still they were rich in inhabitants; a community orderly, well in health and in pocket, a fact most certainly demonstrated at that moment when they could see at a glance that the half of their city population was before them uniting in hopeful expressions of trust in the future of the country of their adoption. No doubt the Government had committed some errors and necessarily would commit some more, but it still remained a grand fact that it had achieved great results. The demonstration of to-day to our loved and respected Resident simply proved that from his Excellency downwards all had in their various degrees contributed to this happy result, and he assured His Excellency that, God helping him, he would steadily do all he could for the support of the Government. He called for three cheers for "The Governor," a true gentleman, an esteemed high official and a friend to all. This was heartily responded to by His Excellency who, in reply, stated that he quite agreed with the speech of Mr. de Lissa as to the success of the Company, and as appreciated the work done by Mr. Pryer. A hearty farewell was then given and the steamer was quickly away from the wharf, bound to Hongkong—taking with her not only Mr. Pryer but several of our energetic pioneers, amongst whom were Messrs. de Lissa and Sachse.

I have rather dwelt on this account as it actually embodies a "Multum in Parvo" description of the growing importance of this new colony.

FOOCHOW.

Although the rice crops in Foochow and its environs appear in a flourishing condition, the prevailing impression amongst the natives is that the harvest will be of a scanty nature. At the precise season for transplanting the young roots, when the paddy fields are usually swamped, this year was peculiarly dry; thus not affording the desired nourishment at the proper time to produce sufficiently strong plants to develop a full ear.

A strange phenomenon was observable three consecutive evenings last week; a patch of the sky over the city direction, appearing one large light, as though the reflection from a large conflagration. The first night, a large conflagration of the natives wended their way towards where they expected to find a fire, but upon reaching the locality indicated, the sky had resumed its ordinary nocturnal appearance and no news was obtainable of any fire having occurred. Upon the third night, though at a later hour, the strange sight was even more vivid, and still unaccountable. We were inclined to think that an unusually large quantity of shells were being caldied for the manufacture of gunpowder, but we find in the locality named this year is not carried on to so large an extent as to account for what remains a mystery.

With reference to the Tea Market, the Foochow Weekly Market Report says:—

Tea business has again been on a moderate scale. Consignments. The market has continued fairly active. Settlements for the week amount to 14,667 chests, and arrivals from the country are computed at 8,200 chests, nearly half of which are Local Packed Teas. Prices generally show no change. Dust and Siftings have been for Common to Good Common, at previous quotations. Medium sorts have been taken to some extent, at very low prices. The market closes steady. *Song-chong*.—Settlements reported amount to 1,079 chests, at Tls. 9 a 23, prices do not show any decline. *Oolong*.—The market has been cleared of the American lines at about a tail advance on prices ruling previously. *Flourary Pehou*.—172 chests have found buyers at Tls. 30 to 60, reducing the Stock to 157 chests. These purchases show very full value. The quality of the late arrivals is very poor. *Scanted Teas*.—374 boxes have been taken at Tls. 19 to 28, stock 4,003 boxes.

Quarantine Chinamen, it appears, whether naturally bold, or having suffered the loss of their treasured caputary adornment through the perpetration of some crime, are debared the privilege of marriage. A native of Foochow named Cheon, whose financial position sufficiently atoned for his appearance as to be able to secure him a fair fiancée, had the presumption to aspire to connubial bliss. The nuptials were duly celebrated on Friday last, and on the following morning, the unfortunate Chinaman was vividly reminded of his infringement of the law by being led into the city for execution. The deceased's property is now confiscated to the coffers of the State, and as the widow is thus left unprotected, we presume that she will threaten self-immolation, and thus secure a pension from the officials representing the Government. Desirable as it is, that cases of self-sacrifice should be put a stop to, we fear that the expense attending the prevention of the recently contemplated act (which amounted to \$3,000, exclusive of the pension) will rather induce the local Mandarins to close their eyes to the commission of such offences.

We have received full particulars of the outrage which occurred at Toong Tung last week, and are pleased to find that the *MDL* was not attended with any loss of life. It appears that the village in question is not possessed of a place of worship, and therefore the Rev. Paulino Basso, the Catholic priest, celebrated divine service in a private house belonging to one of the Christians. The service was allowed to be conducted in peace, but on the following day, a mob of infidels broke into the premises where the celebration had taken place and demolished the altar, demolishing the whole of the furniture, and, after unroofing the house, the latter, in the event of any priest visiting hereafter, a Chinese official was despatched from the French Consulate to the village, and the threat of demanding the Taoist to inflict severe punishment upon the offenders had the effect of

the head officers of the village promising to pay the amount of damage occasioned and also giving a guarantee, that in future Christian priests shall be allowed to visit this village, and conduct religious service, without either being molested or any similar after-occurrence being allowed to take place.—*Herald*.

We notice that a memorial addressed to the British Minister, in re the illegal seizure of two steam launches, is in circulation for the signature of Foochow residents. The matter having remained dormant for so long a period is not, as has been suggested, attributable to want of action on the part of Her Majesty's representative at this port, who not only denounced the seizure as unjustifiable, but also made a formal order for the restoration of the property, which ought to have been duly enforced by the Pekin Authorities. Setting aside any existing prejudice or animus, and viewing the question as one of principle, we shall hope to observe that the petition has been sufficiently subscribed to as to warrant Sir Harry Parkes taking such a decisive course of action as would at the present period have a most salutary effect.

On Saturday the 6th instant, a fire occurred, about two o'clock in the afternoon, a short distance from the Arsenal at Fagoda Anchorage, which destroyed no less than fifty native houses, and necessitated the pulling down of upwards of twenty others in order to keep the conflagration from spreading even further. The natives employed at the Arsenal turned out *en masse*, and rendered most valuable assistance in raising to the ground the adjoining premises. One lamentable and peculiar accident occurred during the confusion; in throwing one of the grappling hooks over a wall, for the purpose of hauling down the beams of a dwelling house, the hook penetrated a Chinaman's shoulder and the unfortunate fellow was lugged up to the top of the house before his cries were heard. We learn, however, that, although the wound is of a serious nature, the man is entertained of his recovery. Two young girls are missing, and it is supposed that they met with a sad fate, although there was nothing found amongst the debris to indicate their destruction by fire. We also learn that a fisherman lost the sum of \$500, which consisted entirely of Chinese Bank notes. During the fire, the large number of six fire engines were brought upon the scene, but as the most powerful machine was only capable of throwing a jet of water about ten feet in distance, they could scarcely be considered an acquisition. It is impossible to form a correct estimate of the value of the property destroyed, which, however, must be very considerable.

In the *Herald's* issue of the 6th ultimo, we alluded to the appointment of a new Grain Tao-tai named Liu Jui-ke, who was sent from Peking to replace the Acting Tao-tai Pan, who had previously held an appointment as collector of lekin on all merchandise except opium, which latter is under the charge of Tao-tai Shen-sheng-feng. We are informed that Pan Tao-tai had never before he was appointed to the Acting Grain-Tao-tai, had any experience regarding the duties; and business thus being much retarded, the above official was therefore appointed in his stead, and Pan reduced to H. E. the Acting General, to the office of assistant to Liu Jui-ke. It is now currently reported that he is not even qualified for this subordinate post, as he is not only obsequious, but also totally dependent upon his superiors, or if acting by himself, is inclined to answer "shi" (yes) to every interrogatory. Although his subservience, and endeavours to thwart the views of foreigners gains for him, to some extent, the esteem of a few of his superiors, still there is such a Tao-tai as Fong, also an assistant to the Grain Tao-tai, who endeavours to avoid trouble with foreigners, and who seeing through the superficiality of Pan Tao-tai, has on two occasions, expressed a wish for him to retire from the assistantship, to the so-called Board of Foreign Inter-course. If this is allowed, we fear that the business conducted by such Board of Foreign Inter-course will not be so satisfactory as heretofore; but *non verbum*.—*Herald*.

SHANGHAI.

H.B.M.'s surveying vessel *Flying Fish* is expected to arrive here from Chefoo on the 17th inst, and H.B.M.'s *Curacao* from Japan on the 19th inst.

P. J. Hughes, Esq., H.B.M.'s Consul in Shanghai, has been appointed by the Secretary of State for Foreign Affairs, Registrar of British ships for this port from the 14th instant.

We hear that the guns and munitions of war, which were landed at the Associated Wharves some time ago from the steamship *Polykumina*, are to be shipped off to Foochow, probably by the steamship *Chinkiang* or another of Messrs. Siemens's boats.

We hear the Chinese Telegraph Company are going to lay their lines up to the River Ports. Viceroys. Tao has therefore deputed a Chinese gentleman by the name of Yao, in company with a foreign engineer, to inspect the various places along the banks of the Yangtze.

We hear from native sources that Mr. Chen, Magistrate of the Mixed Court, has resigned his post, which he has held for upwards of ten years. Mr. Oung, the Chinese official of the Mixed Court in the French Settlement, will succeed him, and another official by the name of Wang will take the latter's place.

The woman, who was convicted of having been implicated in the murder of a Mandarin and his wife near the English Jail in April last, in company with a man who has since committed suicide, was executed in Soochow three days ago. She underwent the so called ling-chih, (being sliced to pieces).

H.B.M.'s *Darling*, whilst preparing this morning to get under way, carried the hawser away, by which she was fastened to the buoy. There was some delay in starting the machinery and the vessel went rather close to the Pootung side. The tide was running in strong, and before the *Darling* was properly manageable she collided with the *Foehund*. The former vessel's port quarter struck the latter's bows, causing the *Darling's* jolly boat to be smashed by the *Foehund's* anchor stock. The *Darling* left for Hongkong to await the arrival of her relief crew. "Beyond this all belongs to me," said the Chinese government, marking the boundary line of his dominions. The Shanghai correspondent's mythical language. It plainly means "Nothing beyond the southern side belongs to me." "All under the South belongs to me." That is to say all under heaven. This is what the document of last June means. That China's sovereignty over Annam was on a par with the Tao-tai's sovereignty over the rest of all under heaven.

We notice that two very heavy guns, which arrived here five or six months ago from the Chinese government, are still lying at Lung's Wharf. This number was augmented some weeks ago by two more heavy guns and six smaller ones. This looks as if the War Department has more than a sufficient stock on hand; for, seemingly, they can find at present no use for this material. It may be taken for a proof that China is not greatly hurrying up to get ready for the so long talked-about war, unless these guns are left there to await the arrival of the *Ting Yuen*, who may, most likely, have some need of them, in case of an accident, which is not unlikely, without being a pretext. Lying there now useless, exposed to the changes of temperature, seems certainly to be a proof of "Everlasting Peace."

Mercury.

A special sitting of the Mixed Court was held this afternoon, October 15th.—Mr. Chen, Chinese Magistrate; Mr. Carles, British Assessor; and Mr. Paterson, Acting Consul for Denmark, on the bench—when seven Chinamen were brought up on the charge of cutting and stealing the river telegraph cables between Woosung and Guttsalf. Two of the prisoners were iron merchants at Tong-kajon, and in their shops a quantity of cable material had been found; the other prisoners were boatmen and fishermen, some of them known to be good divers, who were engaged in cutting the cables. After a long investigation, the members of the Court retired and discussed the matter, and on resuming their seats on the bench, Chen announced that he would submit his decision to the Tao-tai, and also send copies of it to the British Assessor and the Danish Consul. The amount of cable stolen from the Great Northern Telegraph Company is as follows:—On the night of the 16th May, 1883, 1.6 miles from Woosung, 0.020 miles of cable weighing 6.75 tons per mile; on the 14th August, at 8 p.m., 6 miles from Woosung, 0.025 m. weighing 10 tons per mile; on the 3rd September, 6.2 miles from Woosung, 0.031 m. weighing 6.75 tons per mile; in all 1.576 miles of cable. On the 3rd September last, 201 miles from Woosung, 6 yards of the core of the Great Northern cable was stolen—a most remarkable circumstance that the core alone should be extracted. Of the cable material recovered, 146 pieces of cable in lengths of from 4 to 20 feet, total weight 3,443 lbs., and 5 long pieces, 60 feet, 125 feet, 150 feet, 100 feet and 915 feet, weighing 1,440 lbs., all belonged to the Eastern Extension Company; and 3,985 lbs. of iron wires in bundles belonging to the Great Northern Company.—*Courier*.

The Hon. J. Russell Young, the U.S. Minister to Peking, left for Tientsin by the *Fungshan* 8.30 on the morning of the 6th inst. As the steamer was proceeding down the river, a boat was lying the "Stars and Stripes" at the fore.

The Tao-tai has written to the Consul saying that the Viceroy, Tao Chung Tang, will visit Shanghai about the middle of the month, and requesting them to give instructions to the police to keep order in the streets during his visit.

H.E. Tao Chung Tang left Nanjing on the 16th inst. for the inspection of forts. He goes first to Yang-chow, next to Chinkiang, Tai Chang, and Sungkiang. The City authorities have ordered Reception Arches to be erected, one at the Kin-le-yuen Wharf, and the other at the Arsenal.

Our morning contemporary has advices from Hongkong saying that Yunnan braves are found amongst the Black Flags. We, however, learnt some time ago that careful watch had been made for Chinese soldiers during the campaign and none had been found amongst the slain, wounded or prisoners. It is antecedently improbable that the Chinese would do anything to assist the ex-Tsaping rebels, of whom they are in the greatest dread. When Mr. Tricou was here he told Li Hung-chang that if there were any Chinese troops found amongst the combatants of the French in Annam, France would demand an indemnity.

Li Hung Chang's military band has arrived here by the steamship *Hatan* from Tientsin. They numbered twenty-two, and are under the tutelage of Mr. Siegel, a native of Alsace. Their uniform resembles much that of a Chinese soldier; dark-blue tunic, rather tight fitting, with red facing; round the waist a black belt with brass buckle, having the Chinese characters for "Imperial Band." Light blue trousers with broad red stripe, of half European and half Celestial cut, and long black felt boots. Their heads are covered by black turbans. We noticed four or five having silver braid round their high standing collars; these are most likely petty officers. They are all very young men, some more bow and are apparently very contented with their lot, passing the time away with whistling airs by Strauss and Godfrey. The Band came to Shanghai for the purpose of giving concerts for the benefit of the Yellow River Flood Fund. We understand that the first of these concerts will be given at the Public Garden in a day or two.

A meeting of the members of Ancient Landmark Lodge, Mass. Con. was held at the Masonic Hall yesterday evening for the installation of the W. M. and officers for the ensuing year. There was a good attendance of members, and also a large number of visitors from the local lodges. The installation ceremony was conducted by Right W. Bro. C. Thorne, D.G.M. of Northern Lodge, who was accompanied by the following officers of the Grand Lodge: W. Bro. J. I. Miller, W. Bro. A. Johnson, W. Bro. E. P. Lalaca, W. Bro. C. J. Holliday, W. Bro. J. Morris, W. Bro. H. B. Anderson, W. Bro. G. P. Fenium, W. Bro. T. W. Kingsmill, W. Bro. H. E. Siford, and Bro. M. Cory, W. Bro. Fenium, D. G. Organist, presided at the organ during the installation ceremony. The following officers were duly installed:—

Bro. J. Hammond	W. M.
Rev. W. S. Sayre	S. W.
C. Brown	W. Bro.
F. W. Gales	Treasurer
A. Johnson	Secretary
F. L. Skinner	W. Bro.
O. E. Bailey	J. D.
C. Merritt	W. Bro.

Mercury.

ICHANG.

Mr. Gardner, H.B.M.'s Consul at Ichang, writing on the trade of that port for 1882, says:—

A splendid carrying trade for steamships is at present going on here. During 1882 the only steamship that ran between this and Hankow was the *Kiangnan*, a vessel belonging to the China Merchants' Steam Navigation Company, and it is unfitted for the trade for many reasons; first, its want of steam power; and secondly, it draws too much water, and is consequently obliged to cease running during the winter; yet it is just during winter that the trade between Hankow and this and between this and Chungking is brisk. Even when there has been water enough for it to run, the *Kiangnan* has not been able to carry all the cargo offered her. What is required for the trade is a stern wheeler, able to steam at least 11 knots and not drawing more than 14 feet of water. I hear there is a possibility of a steamer specially constructed for this trade running next winter. Owing to the winding nature and rapidity of the current of the Yangtze, between this and Hankow, a distance of 430 miles, native boats average nearly a month coming up, and about eight days going down. A steamer, steaming 11 knots, could do the distance in three days and thirty hours respectively. Shazze is a port on the north-bank of the Yangtze, 95 miles below Ichang; to it are brought, partly by boat and partly by land, a large portion of the Szechuan exports, which are thence forwarded to the north, eastern, and southern provinces of China. To the north, side of Shazze there is a canal navigable by junka throughout the year, separated from the Yangtze by a strip of land less than a mile wide, which communicates, first, with the Han River, and secondly, with a series of interconnected junks stretching to Hankow; up this canal and the Han River Szechuan produce (transported at Shazze) finds its way, partly by boat and partly by land, to the provinces of Honan, Shansi, Shensi, Chihli, and Shanung, and partly by land, and partly by water, to the north, side of Shazze, where it is transported to Kiangsi, Anhui, Kiangnan, Kiangsu, and the eastern provinces generally. In the same way the pro-

duce of the nine provinces above mentioned is sent to Shazze to be transhipped for Szechuan. The advantages of the route from Hankow by the series of lakes to Shazze over that by the Yangtze are that it is 100 miles shorter in distance, and on the up journey seven or eight days shorter in time. The disadvantages are that not communicating with the Yangtze expenses of transhipment have to be incurred, and boats, which get into this canal are in a species of *cul de sac*; they can go no further, but are obliged to return to Hankow, and the return journey, though shorter in distance, is longer in time than by the Yangtze, in which they are assisted by a strong current. Up to the present, though Ichang has been open five years, the whole of the Szechuan opium has been sent by land to Shazze. Now, however, it is beginning to be sent to Ichang. If the steam navigation between this and Hankow were adequate for the requirements of the trade, I make no doubt that Ichang, from its geographical position at the foot of the rapids, and from its political position as a port open to foreign trade, by which goods sent here can escape the taxes and delays of the native custom houses lower down the river, must obtain in time the bulk of the Szechuan trade. At present the great bulk of the trade is carried on at Shazze.

It is possible that the spirit of enterprise of British merchants, which for the last few years has been somewhat somnolent in China, may wake up to the importance of establishing steam communication between this and Chungking; for my part I have still greater hopes that the native merchants of Szechuan, who are beginning to have practical experience of the benefit they derive from steam communication up the Yangtze as far as Ichang, will take measures for extending this sphere of steam activity to Chungking.

He Ting Shen, the naval commander here, has informed me that this district is rich in gold and silver, and Captain Yankowski thinks he has seen signs of gold. Yet beyond a little washing of the streams for gold dust nothing at present is done to extract these precious metals. Lead certainly exists, and is worked to a trifling extent in this Consular district, but I have not yet ascertained the exact spots. Copper is worked at Ho Feng Chow and Hsing Shan Hsien, 170 and 120 miles respectively from the Consulate. The gentry and elders of the former place petitioned in 1882 for permission to extend mining operations. I have seen a specimen of the ore; it seemed to me very rich. A native mining engineer, educated at Yale College, America, is at the present moment prospecting in these regions. Iron ore can be picked up on the river bank in any quantity at Li, 23 miles below this. I picked up some 30 to 40 lbs. which showed a mining engineer; he said it would be worth 90 cents a picul (23 a ton) in Shanghai. The iron the natives extract here is of very bad quality. Coal exists all over the Consular district of Ichang, and the coal beds stretch much further. How far they extend I do not quite know. They run at least from Yeh-chow to Chungking, a distance of 500 miles. Agate is found in the Maofo (Agate) River, 60 miles below this, and on the Fung-pao Hill, 10 miles north-east of the Consulate. Slate must exist here in great quantities.

CHINKIANG.

(FROM OUR CORRESPONDENT.)
15th October, 1883.
We are having very fine weather here, but warm in the middle of the day. Game does not appear to be so plentiful as it was last year at this time.

Preparations are being made for the reception of Tao Tsung Tang, expected here in a few days from Nanjing, when he will inspect the forts and review the troops on the river bank. Our Missionaries like birds of passage, have all returned from their well-earned and no doubt well-spent holidays. The change appears to have benefited them and they will now be able to resume their arduous labours for the conversion of the heathen Chinese with renewed vigour and energy. By-the-by, do not the converts wait looking after in the summer as well as in winter?—*Mercury*.

HANKOW.

(FROM A CORRESPONDENT.)
10th October, 1883.

There is very little news to send you from this port. The excitement produced by the recent threatened rebellion of the members of the White Lily Society has subsided, and we now rest peacefully at night. How long the rebellious gang are likely to keep quiet it is not easy to say. It is certain, however, that great discontent prevails among the vast native population of this province, not so much with regard to foreigners as against their own officials. The new Viceroy seems determined to trace the ramifications of the late conspiracy, but it is beyond his power to do so, powerful as he is; he appears to think that by barbarously killing those who were associated with the leaders he will strike terror into the populace. Only the other day he sent from Wuchang, in a box, one of the men who had been captured, and the fellow was put to a horrid death outside the Tao-tai's yamen. The man was standing erect in the cage with a cangue-like thing round his neck; the supports were taken from under his feet, and his body left suspended by the neck in the cage till death terminated his agony—about fourteen hours. I hear that two others are to be treated in the same way at Wuchang in a few days; but these horrid sights have very little effect on the people.—*Courier*.

TIENTSIN.

(FROM OUR CORRESPONDENT.)
October 3rd, 1883.

On the 2nd instant, H.H.H. Prince Kung received H.E. M. Tricou and Sir Harry Parkes at the Tsung-lee yamen, where they had very lengthy interviews and discussed the Canton and Annam affair, both of which are to have a very speedy and satisfactory solution.

Sir George Bowen has left for the Great Wall. Baron von Wrangel left for Kalgan to meet H.E. Mr. Popoff and suite.

The Chinese have been very insulting to foreigners of late, since the glorious victory of the Black Flags over the French. The archers selected a German gentleman and his pony for a target; one of the arrows fixed itself in the pony. This called for a protest from the German Consul to Li Hung-chang. It is surprising to note that some few days ago they assumed a quiet tone; not from any proclamations from H.E. Li, but from the telegrams from Hongkong, which must have reached them earlier, of the desertion of the French reinforcements; also the more yielding and peaceful position of the members of the Grand Council at Peking finding, as you say, that neither the iron-clad nor the Krupp guns are to come forward.—*Mercury*.

(FROM OUR CORRESPONDENT.)
October 4th, 1883.

Our Chinese friends hardly believe that Liu and his Black Flags have surrendered to the French, as per later telegram.

HONGKONG, TUESDAY, OCTOBER 30, 1883.

coffins must be conveyed to spots away from, and where they cannot affect human habitations; the graves are to be deep, and the burials properly completed. You may not seek out the nearest spot on the government land about J'ang Ch'ien Shan and lay the coffin in a shallow grave.

Should you dare purposely to set these commands at defiance, you will without fail be once arrested and punished. Wherefore let all implicitly give heed and obey.

A special notification issued this 24th day of

Commercial.

THIS DAY.

Business in the Share Market is still rather quiet. Banks are somewhat firmer and the stock is in request at 191. premium without leading to business, although shares could be had at a slight advance on above quotation. China Fires are weaker and have changed hands at the reduced rate of 370 per share, leaving off with further sellers at that figure. Docks have been done at quotation. China Sugars have changed hands at 140 per share, but only to a small extent. No other transactions came under our notice.

SHARES.

Hongkong and Shanghai Bank—New Issue—191 per cent. premium, buyers.
Union Insurance Society of Canton—\$625 per share, buyers.
China Traders' Insurance Company—\$73 per share, buyers.
North China Insurance—Tls. 1,450 per share.
Canton Insurance Company, Limited—\$112 per share.
Yangtze Insurance Association—Tls. 1015 per share, sellers.
China Insurance Company—\$315 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$355 per share, buyers.
China Fire Insurance Company—\$370 per share, sales and sellers.
Hongkong and Whampoa Dock Company—571 per cent. premium, sales.
Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. div. dis., buyers.
China-Sugar Refining Company, Limited—\$140 per share, sales.
China-Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$81 per share.
Hongkong Ice Company—\$155 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/17
Bank Bills, on demand 3/18
Bank Bills, at 30 days sight 3/18
Bank Bills, at 4 months sight 3/18
Credits, at 4 months sight 3/18
Documentary Bills, at 4 months sight 3/18
ON PARIS.—Bank, T. T. 4/6
Credits, at 4 months sight 4/7
ON HAMBURG.—Bank, T. T. 2/25
ON CALCUTTA.—Bank, T. T. 2/25
ON DEMAND.—225
ON SHANGHAI.—Bank, T. T. 7/21
Private, 30 days sight 7/21

OPIUM MARKET.—THIS DAY.

NEW MALWA, high touch (without choice) per chest \$535
OLD MALWA, high touch (without choice) per chest \$575
NEW PATNA, high touch (first choice) per chest \$575
NEW PATNA, high touch (bottom) per chest \$575
NEW PATNA, high touch (second choice) per chest \$567
NEW PATNA, low touch (without choice) per chest \$567
NEW PATNA, low touch (first choice) per chest \$570
NEW PATNA, low touch (bottom) per chest \$572
NEW PATNA, low touch (second choice) per chest \$565
OLD PATNA, per chest \$592
NEW BENARES, high touch (without choice) per chest \$561
NEW BENARES, high touch (bottom) per chest \$561
NEW PERSIAN (best quality) per picul, \$485 @ \$525
OLD PERSIAN (best quality) per picul, \$375 @ \$400
OLD PERSIAN (second quality) per picul, \$265 @ \$325

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).
Barometer—F.M. 30.03
Thermometer—F.M. 70.03
Thermometer—F.M. (Wet bulb) 70.03
Thermometer—F.M. (Wet bulb) 70.03
Barometer—A.M. 30.18
Thermometer—A.M. 70.18
Thermometer—A.M. (Wet bulb) 70.18
Thermometer—A.M. (Wet bulb) 70.18
Barometer—P.M. 30.18
Thermometer—P.M. 70.18
Thermometer—P.M. (Wet bulb) 70.18
Thermometer—P.M. (Wet bulb) 70.18

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.
BAROMETER.
THERMOMETER.
WIND.
WAVE.
QUANTITY FALLEN.

Shipping.

ARRIVALS.
DON JUAN, Spanish steamer, 684, Jose M. Marquer, 20th October, Manila, 20th October, General—Brandao & Co.
MADRAS, British steamer, 1,080, James White Swan, 20th October, Honolulu 1st Oct., General—Thos. Howard & Co.
CHINKIANG, British steamer, 987, S. Orr, 20th October, Shanghai 23rd October, and Foochow 28th, General—Siemens & Co.
GLENELG, British steamer, 1,956, Quarterly, 20th October, Shanghai 20th October, Foochow 25th, and Swatow 29th, General—Jardine, Matheson & Co.
ATLANTA, German steamer, 783, E. G. Pfaff, 30th October, Canton 29th October, General—Siemens & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Victoria, British steamer, for Sourabaya.
Emeralda, British steamer, for Amoy.
Albatross, German steamer, for Swatow, &c.
Phra Chom Kiao, British str., for Swatow, &c.
Kwangtung, British steamer, for Swatow, &c.
Hermine, Swedish bark, for Bangkok.
Cairnmuir, British steamer, for Yokohama.
Albany, British steamer, for Shanghai.

DEPARTURES.
October 30, Kong Beng, British steamer, for Swatow, &c.
October 30, Ezine, British steamer, for Singapore, &c.
October 30, Phra Chom Kiao, British steamer, for Swatow, &c.
October 30, Albany, British str., for Shanghai.
October 30, Suffolk, British steamer, for Singapore, Bombay, &c.
October 30, Swift, British gunboat, for Pakhoi.

PASSENGERS—ARRIVED.
Per Don Juan, str., from Manila.—1 Indian and 50 Chinese.
Per Madras, str., from Honolulu.—Miss A. White, Miss Cora Bennesson, Messrs. Wentworth and F. Damon, and 275 Chinese.
Per Chinkiang, str., from Shanghai, &c.—Mr. J. Polakoff, and 86 Chinese.
Per Glenelg, str., from Shanghai, &c.—Mr. and Mrs. Reed, and 68 Chinese.
DEPARTED.
Per Suffolk, str., from Hongkong.—Mr. T. H. Apin, for Singapore. For Penang.—Mr. Chun Thye and servant. For Bombay.—Mr. R. S. Mogra. For London.—Mr. and Mrs. J. C. Swanton and 3 children, Mrs. Wodehouse, and Mr. G. C. Curtis. For Marseilles.—Messrs. W. L. Hunter, G. S. Melville, C. H. Bert, H. A. Woolnough, and Cameron.—From Shanghai.—Mr. W. G. Bayne, for Singapore. For London.—Messrs. R. H. Boyd and W. W. King. From Yokohama.—Mr. Capelle, for Bombay. For Marseilles.—Mr. and Mrs. Heyde and child.
Per Phra Chom Kiao, str., for Swatow, &c.—100 Chinese.

TO DEPART.
Per Emeralda, str., for Amoy—100 Chinese.
Per Kwangtung, str., for Swatow, &c.—200 Chinese.
Per Glenelg, str., for Singapore, &c.—4 Europeans and 697 Chinese.

REPORTS.
The Spanish steamship Don Juan reports left Manila on the 26th instant. Had strong N.E. winds and heavy sea.
The British steamship Madras reports left Honolulu on the 1st instant. Had light winds and calms on leaving, and moderate N.E. trades to arrival.
The British steamship Glenelg reports left Shanghai on the 23rd instant. Foochow on the 25th and Swatow on the 29th. Had light N.E. winds and fine weather.
The British steamship Chinkiang reports left Shanghai on the 23rd instant. Arrived in Foochow on the 24th, and left again on the 28th at 9 a.m., and arrived in Hongkong at 6.25 a.m. on the 30th. From Shanghai to Foochow had strong N.E. monsoon and dull cloudy weather with rain. From Foochow to port had fresh monsoon and fine weather. In Foochow the steamships Cambodia and Douglas.

AMOIY SHIPPING.
ARRIVALS.
October—19, Namoa, British steamer, from Foochow.
20, Ling-feng, Chinese gunboat, from a cruise.
20, Kwangtung, British str., from Hongkong.
DEPARTURES.
October—18, Fokien, British steamer, for Hongkong.
19, Seewoo, British steamer, for Shanghai.
19, Strathleven, British steamer, for New York.
19, Namoa, British steamer, for Swatow.
19, Duburg, German steamer, for Hongkong.

NEWCHANG SHIPPING.
ARRIVALS.
September—30, Lee-yuen, Chinese str., from Tientsin.
October—1, Nanjing, British steamer, from Shanghai.
1, Polyhymnia, German str., from Shanghai.
1, Manheim, Swedish schooner, from Amoy.
2, Swatow, British steamer, from Shanghai.
2, Chefoo, British steamer, from Shanghai.
5, Argos, British brig, from Tientsin.
5, Ernst, German schooner, from Amoy.
5, Tamsui, British steamer, from Chefoo.
5, Kwongang, British str., from Tientsin.
5, Alwine, German steamer, from Tientsin.
8, Hoihow, British steamer, from Shanghai.
9, Sea Swallow, British brig, from Chefoo.
9, Greatham Hall, Ger. str., from Shanghai.
10, Chintung, Chinese str., from Tientsin.
10, Charley, British bark, from Hongkong.
12, Atlanta, German str., from Hongkong.
13, Mefoo, Chinese steamer, from Shanghai.
13, Carl Ritter, Ger. bark, from Hongkong.
DEPARTURES.
October—3, Keelung, British steamer, for Chefoo.
3, Nanjing, British steamer, for Chefoo.
4, Gesine Brons, German bark, for Swatow.
4, Tientsin, British steamer, for Chefoo.
5, Lee-yuen, Chinese steamer, for Swatow.
5, Swatow, British steamer, for Chefoo.
7, Chefoo, British steamer, for Chefoo.
7, Polyhymnia, German steamer, for Chefoo.
8, Alwine, German steamer, for Hongkong.
8, Bothwell Castle, Brit. bark, for Hongkong.
10, Nardoo, British bark, for Hongkong.
10, Manheim, Swedish schooner, for Amoy.
10, Tamsui, British steamer, for Chefoo.
10, Kwongang, British steamer, for Chefoo.
13, Prateps, French bark, for Amoy.

VESSLS EXPECTED AT HONGKONG.
(Corrected to Date).
Sachem—Cardiff—June 12
Theodor Ruger—New York—June 15
Comet—New York—June 23
Elizabeth—Penarth—July 1
Jupiter—Cardiff—July 13
Oanka—London—July 30
Willy—Cuxhaven—Aug. 6
Folomi Maru—Antwerp—Aug. 9
Wilhelm Homeyer—London—Aug. 10
Sarpedon (s.)—Liverpool—Aug. 21
Stamboul (s.)—Cardiff—Aug. 21
Dakota—London—Sept. 1
Charlotte—Cardiff—Sept. 7
Telemachus (s.)—London—Sept. 11
Andromeda—Penarth—Sept. 15
Constance—Liverpool—Sept. 20

Post Office.

A MAIL WILL CLOSE
For Straits and London.—Per Glenelg, to-morrow, the 31st instant, at 11.30 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide, &c.—Per Cathcart, to-morrow, the 31st instant, at 3.30 P.M.
For Amoy and Manila.—Per Emeralda, to-morrow, the 31st instant, at 4.30 P.M.
For Swatow, Amoy, & Foochow.—Per Kwangtung, to-morrow, the 31st instant, at 5 P.M.
For Nagasaki, Higo, and Yokohama.—Per Khiva, on Thursday, the 1st November, at 11.30 A.M.
For Kudat and Sandakan.—Per Thales, on Saturday, the 3rd November, at 3.30 P.M.
For Straits Settlements.—Per Europa, on Saturday, the 3rd November, at 4.30 P.M.
For Saigon.—Per C. T. Hook, on Sunday, the 4th November, at 9 A.M.

SHIPPING IN HONGKONG.

ARRIVALS.
ARRATON APCAR, British steamer, 1,392, A. B. Macfarlane, 22nd October, Calcutta 7th October, Penang 13th, and Singapore 16th, Opium, Saltpeetre, and Sundries.—D. Sassoon, Sons & Co.
BELLONA, German steamer, 789, W. Schaefer, 20th October, Saigon 14th October, Rice and Paddy.—Siemens & Co.
CAIRNHAIR, British steamer, 1,123, G. L. Castle, 26th October, London 4th September, and Singapore 19th October, General.—Russell & Co.
CATTERTHUR, British steamer, 1,480, F. B. Bin-stead, 23rd October, Sydney 8th Sept., and Port Darwin 23rd, General.—Gibb, Livingston & Co.
CHINA, German steamer, 648, Schoer, 13th Oct.—Amoy 11th October, General.—Yuen Fat Hong—Kowloon Dock.
CHOLLERTON, British steamer, 1,733, James Clark, 26th October, Newcastle, N.S.W., 1st October, Coal.—Siemens & Co.
C. T. HOOK, British steamer, 922, W. Jarvis, 28th October, Saigon 22nd October, Rice, Paddy, and Rice Flour.—Thos. Howard & Co.

EUROPA, German steamer, 1,003, John Schade, 20th October, Saigon 16th October, Rice.—Melchers & Co.
EMUY, Spanish steamer, 410, Rementeria, 20th June—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
ESMERALDA, British steamer, 735, G. Wright, 26th October, Manila 26th October, General.—Russell & Co.
FAME, British steamer, 117 (Stopan)—Hongkong and Whampoa Dock Co.
HAILGOND, British steamer, 277, F. Ashton, 26th October, Tamsui 23rd October, and Amoy 24th, General.—D. La-prak & Co.—Kowloon Dock.

HAINAN, British steamer, 281, J. Woone, 20th October, Haiphong 16th October, Pakhoi 17th, and Hoihow 19th, General.—Alfong & Co.
KHIVA, British steamer, 1,410, P. Harris, 27th October, Yokohama 18th October, Mails and General.—P. & O. S. N. Co.
KWANGTUNG, British steamer, 680, J. C. Abbott, 27th October, Foochow 23rd Oct., Amoy 24th, and Swatow 26th, General.—D. La-prak & Co.

LI YUNG, Annamite steamer, 150, Chun, 10th June, Touron 15th June, General.—Chin-cho.
OCEANIC, British steamer, 1,308, Davidson, 27th October, San Francisco 27th September, and Yokohama 21st October, Mails and General.—O. & O. S. N. Co.
ROMULUS, Spanish steamer, 531, L. Fremoya, 27th October, Manila 24th October, Ballast—Dunn, Melbye & Co.

SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
THALES, British steamer, 822, T. G. Pocock, 20th October, Kudat and Sandakan 14th October, Firewood and General.—D. La-prak & Co.
TROPH, Dutch steamer, 137, A. S. Roe, 11th October, Celebes 27th Sept., General.—Gee Cheong Hong.

VICTORIA, British steamer, 1,554, J. B. Shield, 22nd October, Antwerp and Saigon 18th October, General.—Thos. Howard & Co.
VORTIERN, British steamer, 908, J. Brown, 18th October, Calcutta and Singapore 20th October, General.—Ah Yen.

ARRIVALS.
ASTORIA, British brig, 317, Samuel Cox, 26th September, Normanston (North—Queen-land) 18th Sept., Ballast.—Captain.
BOTHWELL CASTLE, British bark, 592, James Romney, 26th October, Newcastle 13th October, Beans.—Chune Cheong Hong.
CHARLES BAL, British ship, 1,431, W. J. Watson, 16th September, Cardiff 6th May, Coals.—Russell & Co.
ERNST, German 3-m. schooner, E. Hildebrand, 29th October, Newchwang 17th October, Beans.—Wieler & Co.

GOLIAH, Siamese bark, 542, Roche, 10th Oct.—Whoebin 16th September, Wood.—Order.
GUSTAV & OSCAR, German ship, 1,352, G. Seemann, 9th October, Cardiff 1st June, Coals.—Russell & Co.
HAYDN BROWN, American bark, 822, C. H. Hevener, 15th Oct.—Newcastle, N.S.W., 1st August, Coals.—Russell & Co.
HERMINIE, Swedish bark, 259, F. Longren, 29th October, Amoy 26th Oct., General.—Captain.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal.—Captain.

J. A. BOWLAND, American bark, 635, Y. A. Kent, 8th Sept.—Newcastle 6th July, Coal.—Russell & Co.
MAGIC, British schooner, 214, White, 20th Aug.—Newchwang 25th July, Beans—Arnhold, Karberg & Co.
MANHEIM, Swedish 3-m. sch., 454, Jansson, 18th October, Newchwang 16th October, Beans.—Siemens & Co.

MELBARK, British bark, 867, H. Lightbody, 20th September, Cardiff 7th June, Coal.—Messageries Maritimes.
MOUNT LEMMON, British bark, 435, Chas. H. Leman, 12th Oct.—Whampoa, 11th Oct., General.—Rozario & Co.
NARDOD, British bark, 379, J. F. Morrison, 20th October, Newchwang 16th October, Beans.—Siemens & Co.

ONEIDA, American ship, 1,130, Carver, 27th October, Newcastle, N.S.W., 28th August, Coal.—Russell & Co.
SEA RIFLE, British barkentine, 162, A. Rickers, 24th Sept.—Fremantle 10th August, Sandalwood.—Siemens & Co.

MARK, German bark, 430, Thomaschewsky, 27th August, Swatow August 10th, Ballast.—Siemens & Co.
MELBARK, British bark, 867, H. Lightbody, 20th September, Cardiff 7th June, Coal.—Messageries Maritimes.
MOUNT LEMMON, British bark, 435, Chas. H. Leman, 12th Oct.—Whampoa, 11th Oct., General.—Rozario & Co.

NARDOD, British bark, 379, J. F. Morrison, 20th October, Newchwang 16th October, Beans.—Siemens & Co.
ONEIDA, American ship, 1,130, Carver, 27th October, Newcastle, N.S.W., 28th August, Coal.—Russell & Co.
SEA RIFLE, British barkentine, 162, A. Rickers, 24th Sept.—Fremantle 10th August, Sandalwood.—Siemens & Co.

MARK, German bark, 430, Thomaschewsky, 27th August, Swatow August 10th, Ballast.—Siemens & Co.
MELBARK, British bark, 867, H. Lightbody, 20th September, Cardiff 7th June, Coal.—Messageries Maritimes.
MOUNT LEMMON, British bark, 435, Chas. H. Leman, 12th Oct.—Whampoa, 11th Oct., General.—Rozario & Co.

HONGKONG—SAILING VESSELS.

Continued.
SILVER EAGLE, British bark, 908, S. Richards, 31st August, London 6th May, General.—Arnhold, Karberg & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungchow.—W. H. Ray.
S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.—Bangkok 25th August General.—Chinese.

THREE BROTHERS, British bark, 366, Kahleke, 1st Sept.—Quinhon 25th August, General.—E. & F. Hong.
TWILIGHT, American ship, 1,265, W. C. Wardland, 8th June, Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
WALLS CASTLE, British bark, 626, Kennett, 23rd October, Guinayangan 28th Sept., Wood.—Lane, Crawford & Co.

WILDWOOD, American bark, 1,099, Chas. P. Sawyer, 23rd Sept.—Nagasaki 14th Sept., Coal.—M. B. M. S. S. Co.
WM. MANSON, British bark, 366, H. Kindred, 1st October, Newchwang 18th September, Beans.—Russell & Co.
WURROCK, American bark, 55, Henderson, 16th July, Guap Island 1st June, General.—Blackhead & Co.
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August, Cardiff 4th April, Coals.—P. & O. S. N. Co.

CANTON.

AMOV, British steamer, 814, D. Herrmann, 29th October, Chefoo 24th October, Beans.—Siemens & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nan, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.

Klung-chow, British steamer, 159, Goggin—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steamboat Co.
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.
Yot-tai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

AMOV.

In Port on 23rd October, 1883.
Brunette, British bark, 375 (Turnbull)—H. A. Petersen & Co.
Chateaubriand, British bark, 409 (Edwards)—H. A. Petersen & Co.
Helene, German bark, 250—Boyd & Co.
Hilda Maria, German bark, 275 (E. Tennis)—Pasadag & Co.
Lucky, Siamese bark, 425 (Siqueira)—Dauver & Co.
Meridian, Siamese bark, 345 (Kruze)—Pasadag & Co.

FOOCHOW.

In Port on 20th October, 1883.
Kristina Nilsson, American brig, 297 (Thomson)—Russell & Co.

SHANGHAI.

In Port on 24th October, 1883.
Anglo-Indian, British bark, 444 (Henningson)—Nils Moller.
Batavia, British bark, 366 (Oberg)—Nils Moller.
Chingling, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Chloris, German bark, 334 (Matzun)—Arnhold, Karberg & Co.
Earl of Elgin, British bark, 979 (Morrison)—S. C. Farmanham & Co.
Edward May, American bark, 890 (Johnson)—W. Hewitt & Co.

George, British bark, 895 (Grant)—Adamson, Bell & Co.
Hugo & Otto, Norwegian bark, 370 (Koedt)—Lewis Hopkins.
John D. Brewer, American bark, 926 (Josselyn)—Russell & Co.
Kolga, British bark, 359 (Roper)—Nils Moller.
Leander, British ship, 148 (Hamilton)—J. W. Moller.
Ottoman, German ship, 1,205 (Folmason)—C. & J. Trading Co.

NAGASAKI.

In Port on 20th October, 1883.
Catherine Marden, British bark, (Danielsen)—Ryle Holm.
Kanagawa Maru, Japan bark, 1,184 (Eckstrand)—M. B. M. S. Co.
Sumanouru Maru, Japanese bark, 925 (Spiegelthal)—M. B. M. S. Co.

YOKOHAMA.

In Port on 20th October, 1883.
Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
Bride, British bark, 300 (Sutherland)—H. MacArthur.
E. von Seaulieu, German bark, 336 (Gething)—G. Gross & Co.
Guano, British ship, 1,498 (Denmore)—C. & J. Trading Co.

Guam, British schooner, 324 (Marns)—Master.
Haddon Hall, British ship, 1,416 (Lighton)—C. Illies & Co.
Sagitta, British bark, 579 (Taylor)—F. Mear & Co.
Sattara, British bark, 940 (Jenkins)—Max Raspe & Co.
Sooleo, British bark, 350 (Baik)—M. B. S. S. Co.

MANILA.

In Port on 1st October, 1883.
Amoy, German schooner, 385—Smith, Bell & Co.
Auguste, French bark, 870—Peele, Hubbell & Co.
Bowfield, British ship, 1,002—Ker & Co.
Cyprus, British ship, 1,392—Peele, Hubbell & Co.

Elise, German ship, 1,348—Macleod & Co.
Granite, American ship, 1,295—Peele, Hubbell & Co.
H. A. Litchfield, American bark, 638—Peele, Hubbell & Co.
H. Bremer, German schooner, 334—Smith, Bell & Co.
Ida, British bark, 618—Holliday, Wae & Co.
John Nicholson, British bark, 635—W. F. Stevenson & Co.

Peppis, Spanish bark, 512—J. Reyes & Co.
Polynesian, British bark, 864—Ker & Co.
Undine, German bark, 968—Smith, Bell & Co.

HER BRITANNIC MAJESTY'S SHIPS.

IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Yokohama.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Yokohama.
Champion, corvette, 14 guns, Captain Collins, Sunda Straits.
Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.
Cockchafer, gunboat, 4 guns, Commander R. L. Groom, Hongkong.

Curacao, corvette, 14 guns, Captain Anstruther, Yokohama.
Darling, composite sloop, 4 guns, Commander F. J. Elliott, Hongkong.
Esk, double-screw gunboat, 3 guns, in reserve, Hongkong.
Espoir, gunboat, 4 guns, Commander Gamble, Canton.
Flying Fish, sloop, 4 guns, Lieut.-Commander Mosky, Shanghai.

Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Bangkok.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhee, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Chefoo.
Linnets, British gunboat, 5 guns, Commander J. G. Jones, Canton.
Magpie, surveying vessel, 4 guns, Lieut.-Comd. Hon. F. Vereker, Sunda Straits.

Midge, double-screw gun-vessel, in reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Yokohama.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Chefoo.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Thadde, en route Pakhoi.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.

Victor Emmanuel, receiving ship, 20 guns, Commodore Cumming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Commander Maxwell, Yokohama.
Wiven, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.
Cher, French gunboat, Commander Lafon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Yokohama.
Enterprise, American corvette, Commander A. S. Baker, en route to Shanghai.

Ermak, Russian transport, Captain Koltchak, Japan.
Esser, American gun-vessel, 6 guns, Captain McCormack, Tientsin.
Gornostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Hamelin, French cruiser, Commander H. Roustan, Haiphong.
Ilia, German gunboat, 8 guns, Commander Klaus, Canton.

Junia, American corvette, Commander P. F. Harrington, Canton.
Kersaint, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbel, Shanghai.
Legaspi, Spanish transport, Commander Valentin Buensplata, Shanghai.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.

Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Tientsin.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Vladivostok.
Najednik, Russian corvette, Captain Kalagerass, Yokohama.
Nerps, Russian gunboat, 7 guns, Commander Valron, Vladivostok.
Opentchik, Russian cruiser, Commander B. Iyas, hentsoff, Hongkong.

Palos, American gunboat, 6 guns, Lieutenant, Commander Green, Taiwan.
Pensacola, American frigate, Captain H. Esben, Yokohama.
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Skobeleff, Russian corvette, Captain Blandareff, Yokohama.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.

Stoch, German corvette, 19 guns, Captain Buchholtz, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa, Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Tourville, French frigate, 27 guns, Captain Bore, Yokohama.
Triumphante, French corvette, 17 guns, Captain Baux, Shanghai.

Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Volta, French corvette, Captain Fournier, Yokohama.
Vostok, Russian gunboat, 4 guns, Commander Molchonsky, Vladivostok.
Wolf, German gunboat, 4 guns, Commander von Raven, Korea.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Canton.
Chee-hing, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Chen-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chen-jui, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Ching-an, Revenue cruiser, 3 guns, Chung Wing F., Canton.

Ching-ling, Viceroy's gunboat, 3 guns, F. Besard, Canton.
Chop-chung, Revenue cruiser, Li Tack Ming, Hongkong.
Chop-sai, Viceroy's gunboat, Chang, on a cruise, Hai-chang-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Canton.
Hail-ching, Viceroy's gunboat, 3 guns, Ho Tung Shu, Canton.
Hoi-hung-ching, Viceroy's gunboat, Leung Yiu Ting, Canton.

Huk-shan, V

TOO PARTICULAR.

"I have not insured any more fire insurance companies," he replied.

"Why not?"

"Well, they was too particular, mine friend."

"How do you mean?"

"Well, when I was on Shatin street I scarry two thousand dollar. My brudder Moses was right across the street in same peccness but he carry none. One might be purred out and I don't. I told the company to give Moses a lift mit my two thousand, and explain dot we was brudders and partners and all in der same family, but not a tollar would dey give Moses. Poor fellow. He had to open a junk shop in Nashville and burn out tree times before he comes back mit capital to go into der clothing peccness again.—Wall Street News.

A YEAR OF DISASTER.

Had Professor Grimm, who a year or two ago predicted dire calamities from the portentous aspect of the great planetary bodies, postponed the disastrous epoch until the present, he could with confidence have claimed that his prophecies of evil had been literally fulfilled. One-fourth of 1883 is yet to come, but its appalling record of death from accidents and elemental disturbances gives to it a ghastly prominence, and it will pass into history as the year of disaster. The great agents of destruction—flood, fire, famine, volcano, earthquake, tornado and epidemic—have each contributed a long list of victims, which seemingly unusually frequent minor accidents on land and sea have helped to swell to frightful proportions.

A statistician who kept an imperfect record of the first seven months of the year, estimated that the fatalities resulting from extraordinary causes had then already reached the enormous aggregate of over 27,000. To this now must be added the awful destruction of life by the overwhelming calamity in the Indian Archipelago. But it is to be hoped that a more careful survey of the desolated region will reduce the fearful loss of life now reported. At present it is estimated that from 75,000 to 80,000 human lives were lost. Should these figures, however, not be disproved, the widespread disaster which overwhelmed these tropic isles will prove the most destructive of modern times. Below we give a list of those calamities which have resulted in the greatest loss of life during the first three-fourths of the present year.

January—By floods in Germany and Hungary about 150 lives were lost.

Jan. 11—Burning of the Newhall House, Milwaukee, and loss of 59 lives.

Jan. 15—A circus building in Poland was burned, and 270 people perished.

Jan. 21—By an accident on the Southern Pacific Railway, at Tehachapi Pass, 22 were burned and crushed to death.

Jan. 21—The steamer *Cimbria* collided with the *Sultan off Berken Island*, and 398 were lost.

Jan. 22—By explosion of powder works at Oakland, Cal., 26 were killed.

Jan. 24—Flooding of a mine in Australia caused the loss of 22 lives.

Feb. 1—Italian steamer *Ansonia* wrecked on coast of Tripoli; loss 20.

Feb. 2—Panic in a factory at Bombay; loss 23.

Feb. 8—Steamer *Kenners Castle* wrecked in the Bay of Biscay; loss 32.

Feb. 17—Accident in Diamond Coal mine at Joliet, Ill.; loss 77.

Feb. 21—Fire and panic in a Catholic school in New York; loss 15.

March 1—Steamer *Gypsy* sunk near New Orleans; loss 10.

March 10—Hull and Yarmouth (England) fishing fleets wrecked; loss 135.

March 11—Steamer *Navarra* foundered on voyage from Copenhagen to Lethy; loss 46.

March 18—Ship *Dunstaffnage* wrecked on Aberdeenshire coast; loss 25.

March 26—Avalanches from Mt. Ararat; loss 250.

April 1—Wreck of six Yarmouth (England) fishing vessels; loss 40.

April 2—Boiler explosion at St. Denis, France; 31 killed, 65 injured.

April 6—Explosion of powder depot at Rome; loss 40.

April 17—Sixty-two persons drowned while engaged in a religious ceremony at Secunderabad, India.

April 26—Ship *County Aberdeen* collided with ship *British Commerce*; loss 25.

April 26—Explosion of mine at Besseges, France; loss 21.

April 27—Tornado in Mississippi, Georgia and South Carolina; loss 250.

May 1—Steamer *Griggler* burned in Puget Sound; loss 70.

May 6—Large number of persons killed by an earthquake at Tabara, Persia.

May 14—Cyclone in Illinois, Ohio, and Missouri; loss 22.

May 18—Cyclone in Illinois and Wisconsin; loss 54.

May 23—Two schooners wrecked on Lake Michigan; loss 15.

May 30—Twelve persons killed and many injured by a panic on the Brooklyn Bridge.

June 9—Powder magazine at Scutari, struck by lightning; loss 17.

June 17—A panic among school children attending an entertainment at Sunderland, Eng.; loss 107.

June 25—Burning of a theatre on Lake Como, Italy, and loss of 47 lives.

June 25—British ships *Hurricane* and *Waltina* collided; loss 25.

July 3—Steamer *Daphne*, while being launched on the Clyde, capsized; loss 150.

July 27—Collision on Rome, Watertown and Ogdensburg Railroad; 22 killed, 35 wounded.

July 28—Earthquake at Ichijai, between 3,000 and 4,000 killed, and 1,000 injured; loss 3,000.

July 28—Explosion of mine in Sicily; loss 32.

Aug. 21—Cyclone at Rochester, Minn.; loss 10.

Aug. 26—Steamer *Woodburn* run down off Eddystone Light; loss 18.

Aug. 29—Volcanic eruptions in Java; loss estimated at from 75,000 to 80,000.

Aug. 31—Storm on Grand Banks and a reported loss of 80 men.

Sept. 2—By a railroad accident to a train between Berlin and Stettin, 40 persons were killed and wounded.

It is also estimated that nearly 30,000 people have perished from cholera in India and Egypt. Taking these figures together with the estimated loss of life in Java, the grand total will reach the frightful sum of over 100,000 lives sacrificed to casualty or pestilence.

In the list given above no mention is made of the thousands of minor accidents which in many cases have shocked local communities; and doubtless, calamities attended by great loss of life in remote countries have been omitted, and no mention has been made of disasters which only resulted in destruction of property.—*Boston Transcript*.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Tilmachus* left Singapore on the 24th instant, and is expected to arrive here on the 30th.

The steamer *Brancaster* left Singapore on the 25th instant for this port, and is due here on the 31st.

BRITAIN'S NATIONAL DEBT.

A comprehensive minute has been issued by the British Treasury on the arrangements under the National Debt bill, which lately passed its third reading in the House of Commons. In the course of the minute it is stated:

"The Chancellor of the Exchequer adds that, under the National Debt bill, stock amounting to £173,000,000 will have been cancelled by the close of twenty years, but part of that amount, though cancelled, will not have been redeemed—that is to say, as regards a portion of the stock, the operation will not be complete. The amount of debt redeemed will amount to £123,230,853, but that does not comprise the whole amount of debt redeemed by the arrangements for the reduction of the National Debt. Debt will also be redeemed by the new sinking fund, and by means of the money paid for the purchase of life annuities, for the redemption of land tax and other minor purposes. It is computed that the new Sinking Fund may redeem within twenty years £27,000,000, and that other methods of reducing debt will have within that time redeemed £3,000,000, making, with the sum above mentioned, a total of £153,230,853, and Mr. Childers would add that this is apart from the effect of any surpluses of income over expenditures constituting the old Sinking Fund, for which no allowance has been made."

"The Board will thus observe: 1. That the charge of the debt is permanently fixed, under the settlement of the late Government of 1875, at £28,000,000 and that the real cost to the taxpayer of the whole debt, both within and without the permanent charge, will in 1885-86 be less than £28,000,000, and therefore less than the sum which was a constant charge of the debt from 1816 to 1855."

"2. That under the arrangement made by the late Government in 1880, there will be a relief to the taxpayer in 1885-86 of £800,000."

"3.—That this relief will be somewhat diminished in 1886 and 1887 by increase in the sinking fund of the local loan debt, amounting to about £191,000 but that in the meantime the yearly grants of £500,000 to India, on account of the Afghan war, will have ceased. Thus a net relief of over £1,100,000 is secured to the taxpayer under present arrangements and in present circumstances."

"4. That the National debt will make no change in the charge of the debt as settled by the late Government, that it reserves, therefore, to the taxpayer the relief of over £1,100,000 mentioned in the preceding paragraph, and indeed more, because under it one half of the loan raised by the Imperial Government for India in 1879 will be paid off at once, and £600,000 a year added thereby to the taxpayer's relief."

"The Chancellor of the Exchequer mentions the chief reasons which induced the Government to ask the sanction of Parliament to a renewed system of terminable annuities. They are confident that it is the surest method of reducing, not only the principal, but the rate of interest on the debt, and in this opinion the lords of the Treasury concur."

THE LIME-KILN CLUB.

"If Clarence De Melville Bunge am present wid us to-night, I should like to speak to him," said Brother Gardner as the meeting opened.

Brother Bunge was on the back row with a looking-glass in his hands and a new brand of hair-oil on his hair. He rose up with a scrape and a bow, made a great spread of a blue silk handkerchief, and finally stood before the President's desk.

"Brother Bunge," resumed the old man, "I reckon you am de purtiest member of de Lime-Kiln Club. You puts de oil on yer hair, wax on yer moustache, and de perfume on yer clothes reminds me of de wild roses of Varginny. Yes, you am de purtiest an' sweetest one of de lot."

"Yes, sah," replied the brother, while his face betrayed the fact that he was tickled half to death.

"But—by de way, Brudder Bunge, what am your present business?"

"I'm out of a job just now, sah."

"When you work how much do you earn?"

"As high as seven dollars a week, sah."

"Jist so. Am dat suit o' clothes all paid for?"

"No, sah."

"An' you am how many weeks behind on yer board?"

"Not ober six, sah."

"An' you owe dis lodge \$3 dues?"

"Yes, sah."

"An' you owe members here as much as \$30 for borrowed money?"

"Ist borrowed some, sah."

"Brudder Bunge, I've had some 'perience wid purty men, an' I nubber seed one yet who wasn't a fraud on de word, manhood. When a man say out to be purty, all de hosas sense leaves his head. No man kin loan de purty too. He darlo lets works alone. He beats his board, his tailor, his shoemaker, an' all his friends. He looks killin', an' smells like a cologne factory, but he doan't pay up. Ebery smile beats somebody out twenty-five cents, an' ebery giggle costs somebody half a dollar. I've had my eye on you fur some time."

"Six months ago you had steady work, good pay, respectable clothes an' was outer debt. You set out to be purty, an' to-day you wouldn't sell fur nuff to pay your debts. You small awful nuff, but you owe a \$20 board bill. Your hair curls beautifully, but de tailor am whistling fur his money fur dat suit. Your form am elegant, but you has borrowed until no one will lend you another cent. You smile like a buttercup an' raise yer hat like a Chesterfield, but yer butes ain't paid fur!"

"Ist gwine to square up, sah."

"May be you is, Brudder Bunge, but it am too late, so fur as dis club am concerned. Secretary."

"Yes, sah."

"Scratch de name of Brudder Clarence de Melville Bunge of de roll!"

"She's don scratched, sah."

"Janitor!"

"Yes, sah."

"Escort dis pusson to de alley doah! He am too purty to remain heah wid us. He am gwine out owin' us fur dues, an'—wall, nobber mind."

There was no need to post the janitor. Every one could picture him as he cleared a space to swing his right leg, and if anybody doubted that Clarence de Melville Bunge was a "liker" into the alley, he had only to listen to the labored breathing of the janitor as he returned to his seat.

ELECTION.

Before passing the bean-box Sir Isaac Walpole desired to remark that personal rivalry was a torpedo which was certain to blow its owner sky-high sooner or later. He believed in being honest and industrious, but when it came to being purty he was out of the race. He had read up on Plato, Socrates, Caesar, Nero and the rest of the old boys, and he couldn't find one single instance where a great man was a purty man. The box was then passed, and the following candidates were elected:—

Clarence de Melville Bunge, Elder; Dunbar, Drawback Hastings, Jig-lag White, Col. Green and Judge Dropover.

A REQUEST DENIED.

Elder Penstock arose to inquire if any member of the club had heard whether Bob Ingersoll was to lecture this winter or not. No one seemed to have heard anything about it, and the reverend member requested that the Secretary be instructed to write to Ingersoll direct and ascertain.

"What am de object?" queried the President.

"I propose dat dis club take steps to prove dat dar am a hereafter fur the soul."

"You do, eh? If de pusson who denies sich a theory am a fool, de pusson who sots out to prove, what seben eights of de world already believes, am nex' doah to an idiot. Sot down an' save yer brain!"

"But it am my duty as a Christian man to controvert Ingersoll's arguments!"

"It am your duty as a Christian man to let Bob Ingersoll have all de rope he wants! If you has got de proper faith he can't hurt ye. If you belief won't stan' an attack den am too weak to stan' alone. If, arter men and women have believed in God an' hereafter an' Heaben fur 6,000 yars a lawyer wid a snub nose an' a voice like a dog barkin' in a bar, kin come along an' scare 'em into fits, somebody had better go to work an' plug up de knot holes an' put new rivets in de joints."

RULES SUSPENDED.

The Secretary then read the following:

"DEAR BROTHER GARDNER—I herely solicit membership into our club, and if found worthy of the exalted position in unhesitatingly, unreservedly and unqualifiedly pledge myself to the full sustaining of your constitution and to the fullest amendment."

Yours out of bondage,

BIRCHBROOM WILLIAMS.

The President explained that the petition had been taken from the regular order because the applicant was the greatest living colored orator in Nova Scotia, and could play on four musical instruments at once. He was the owner of a junk shop, the inventor of the seedless watermelon and the author of several songs, and he could not be otherwise than a shining member of the Lime Kiln Club.

On motion of Trustee Pullback the rules were suspended and the Blue Nose made a member.

EASILY EXPLAINED.

The Chairman of the Committee on Candidates reported the receipt of the following:

BRODER GARDNER:

HALLIFAX, N. S.—Some time since I asked for admission into your club, and while I notice that Sir Isaac Walpole has often passed the bean-box, I regret that my name has not appeared as duly elected. What?

Yours truly,

GEO. ALCOHOL KELLY.

P. S.—At the time of my previous application my esteemed friend George Francis White, challenged any member of the club for a foot race of five miles for \$200, which was duly published but not accepted. I may say that said challenge is still open.

He desired to explain that the petition had been duly received, but to within a week past no answers could be had to various letters written to citizens of Halifax regarding the moral character of the applicant. The committee had at length ascertained that he was the man who invented circus lemonade, and they had decided to report adversely on his petition.

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F. VINCENOT, No. 24, Praya Central.

Hongkong, 12th October, 1883.

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SINGAPORE.—Messrs. Sayle & Co.
PARIS and LONDON.—Messrs. Gallien and Prince.

or to
"THE HONGKONG TELEGRAPH" Office,
Peddar's Hill, Hongkong.
Hongkong, 9th October, 1883.

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it always the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central, Hongkong, 25th January, 1883.

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING 50 Cents.
SHAMPOOING 25 "
SHAVING 25 "
TRIMMING BEARDS 25 "

LADIES' HAIRDRESSING SALOON.

MR. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—

EVERY DAY \$4.00 Per Month.
EVERY OTHER DAY \$3.00 "
TWICE A WEEK \$2.00 "
ONCE A WEEK \$1.00 "

MR. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Ice Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET.

Hongkong, 12th June, 1883.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEACONSFIELD ARCADE, (Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTLEY'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY.

Consumers are invited to try these carefully Manufactured SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory,

7, BEACONSFIELD ARCADE, Hongkong, 11th April, 1882.

J. M. GUEDES.

HOUSE AND LAND BROKER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG.

Hongkong, 23rd January, 1882.

Intimations.

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The Hongkong Telegraph.



No. 548.

TUESDAY, OCTOBER 30, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & Co.,
HAVE RECEIVED THE FOLLOWING
NEW GOODS.

ENDERS and Fire-irons,
New Fire-guards and Coal Vases,
Kerosine Cooking Stoves,
Hinks' "Duplex" Table Lamps in new designs,
New Folding Lamp Shades,
Linen "Dagmar" Shades,
"Saranga" Trunks and Ladies' Dress Trunks,
Travelling Bags and Hold-alls,
Despatch Boxes and Portfolios,
New "Slider" Playing Cards,
"Mogula" and "Squeezers" Call Balls,
Scrap Books, New Office Sundries,
Christmas Cards in New Prize Designs,
Menu and Name Cards,
Porcelain Menu Tablets,
Artists' Materials and new Canvases,
Air Beds and Cushions, New Cutlery,
Christy's Felt-Hats in New Shapes and Colours,
Ellwood's Felt-Hats on Cork,
Cricketing Caps and "Tam-o-Shanter" Caps,
Tennis Sets, Tennis Balls, Tennis Rackets,
Cricket Balls, Balls and Stumps,
Guns and Sportsman's Sundries,
Cope's Tobaccos, Fresh Golden Cloud,
Fresh Birdseye and Mixture,
Manila and Penang Cigars,
New Saddlery, Whips and Fly Switches,
Curry Combs and Brushes,
Saddles and Saddle-cloths.

LANE, CRAWFORD & Co.
Hongkong, 25th October, 1883. [340]

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDINGS,
HAS FOR SALE.

A FINE ASSORTMENT
of
WHITE AND RED
BURGUNDIES,
GRAND HERMITAGE,
CHAMBERTIN, POMMARD,
RICHEBOURG, CHABLIS,
OLD PORT, SHERRY, WHISKEY, COGNAC,
LIQUORS AND SYRUPS,
PERFUMERY,
&c., &c., &c.
Hongkong, 17th October, 1883. [780]

Insurances.

GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL TAELS 600,000, EQUAL \$333,333.33.
RESERVE FUND.....\$70,858.27.
BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq.,
LO YUOK MOON, Esq., CHU CHIK NUNG, Esq.
MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.
ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [470]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56

TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235.56

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., Wm. MERRICK, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHITAKER, Esq.

HEAD OFFICE—HONGKONG.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [39]

Amusements.

THEATRE ROYAL
CITY HALL, HONGKONG.

THE LOFTUS TROUPE
WILL OPEN THEIR SEASON EARLY
NEXT WEEK
(dependent upon the arrival of the next
MITSU BISHI STEAMER)

GILBERT AND SULLIVAN'S CELEBRATED
COMIC OPERA

THE
PIRATES OF PENZANCE.

NEW AND APPROPRIATE SCENERY BY
C. J. BARBER.
Correct Costumes and Artistic Properties.
The Company having had a most successful
Season at Shanghai and in Japan, will
space neither pains nor expense to
mount all their pieces in the
most complete manner.

PRICES:
Dress Circle and Stalls.....\$2.00
Pit.....\$1.00
SUBSCRIPTION TICKETS.
Dress Circle or Stalls, 12 Nights, \$30.00

In the Subscription series no piece will be
presented twice.

Box plan now ready at Messrs. KELLY &
WALSH'S.

Hongkong, 29th October, 1883. [814]

Auctions.

PUBLIC AUCTION.

M. J. M. GUEDES has received instructions
from the MORTGAGEE to Sell by
Public Auction, on

MONDAY,
the 5th November, 1883, at TWO O'CLOCK P.M.,
at the Premises,

A VALUABLE LEASEHOLD PROPERTY,
SITUATE IN

HOLLYWOOD ROAD,
Victoria, in the Colony of Hongkong.
Comprising—

All those Pieces or Parcels of GROUND Re-
gistered in the Land Office at Subsection
No. 1 of Section A of INLAND LOT No. 90,
and Section C of INLAND LOT No. 90
with the Messuages or Tenements thereon
being Nos. 83, 85, 87, 89, 91 and 93, Holly-
wood Road, as the same Premises are held
for the residue of a term of 75 years and for
the further term of 924 years subject to the
payment of the due proportions of the rents
and to the performance of the Covenants
and Conditions reserved by and contained in
the Crown Lease of the whole of the
said Inland Lot No. 90, and the extension
thereof.

The Property is sold subject to the existing
liabilities thereon respectively.

For Further Particulars of the Property and
Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to

J. M. GUEDES,
Auctioneer,
Hongkong.
Hongkong, 19th October, 1883. [785]

PUBLIC AUCTION.

THE Undersigned has received instructions
from the MORTGAGEE, to Sell by Public
Auction, on

THURSDAY,
the 8th November, 1883, at THREE P.M., at the
Premises, all that

VALUABLE LEASEHOLD PROPERTY,
KNOWN AS THE
TUNG HING THEATRE

Situate in Victoria, in the Colony of Hongkong,
Comprising—

All that Piece of GROUND registered as
INLAND LOT No. 700, and measuring on
the North 100 feet, on the South 100 feet,
on the East 200 feet, and on the West 200
feet and containing in the whole 20,000
square feet.

Together with the Theatre known as the
TUNG HING THEATRE and all the other
erections and buildings thereon. Held for
the residue of a term of 999 years at the
Yearly Crown Rent of \$66.12.

For Further Particulars of the Property and
Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagee,
or to

J. M. GUEDES,
Auctioneer,
Hongkong, 26th October, 1883. [805]

For Sale.

RODERICK DHU WHISKY.

A PURE Fine Flavoured Blend, Equal in
Bouquet and Style to the
FINEST FRENCH BRANDY.

SOLE AGENT FOR HONGKONG,
C. L. THEVENIN,
Hongkong Hotel Buildings.
Hongkong, 19th October, 1883. [787]

FOR SALE,

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTER.....\$22 per Case.
HALF.....\$23 per Case.
Apply to

MELCHERS & Co.
Hongkong, 2nd March, 1883. [8]

CIGARS! CIGARS!! CIGARS!!!

THE CITY OF MANILA CIGAR STORE.

FOR SALE.

CIGARS of all Brands and from every known
factory in Manila, are constantly being
received. Owing to the peculiarly advantageous
position of the Undersigned in regard to the
CIGAR trade with Manila, he now offers Cigars
of all brands, fully matured, and ready for
immediate smoking. Quality Guaranteed.

JOSE M. BASA
No. 51, B. QUEEN'S ROAD, CENTRAL.
Hongkong, 10th October, 1883. [343]

Intimations.

KELLY & WALSH
HAVE JUST LANDED.

FRESH TOBACCOS.

EX "AJAX."
COPE'S GOLDEN CLOUD.
COPE'S STRAIGHT CUT.
EX "GLENFRUIN."
WILLS' BRISTOL BIRDS EYE.
WILLS' THREE CASTLES.
WILLS' GOLDEN FLAKE HONEY DEW.
WILLS' PRINCES MIXTURE.
WILLS' BEST SCOTCH.
WILLS' SCENTED RAPEE.

FROM SHANGHAI.
HAPPY THOUGHT.
GOLDEN EAGLE.
DOLLAR BRAND.
STAR MIXTURE.

NOVELTIES IN FANCY AND FASHIONABLE STATIONERY.
THE CROCODILE LEATHER NOTE PAPER & ENVELOPES.
THE RUSSIA LEATHER PAPER & ENVELOPES.
THE MOROCCO LEATHER PAPER & ENVELOPES.
THE CRUSHED STRAWBERRY NOTE PAPER & ENVELOPES.
CHRISTMAS AND NEW YEAR'S CARDS,
A VERY FINE ASSORTMENT OF
THE CHOICEST AMERICAN AND ENGLISH PRODUCTIONS.

KELLY & WALSH.
Hongkong, 24th October, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.
WALDTEUFEL-ALBUM.
MUSICAL FAVORITE.
SUNSHINE OF SONG.
SILVER WREATH.
LA CREME DE LA CREME.
ROBERT FRAUN'S ALBUM.

SCOTTISH SONGS.
MOORE'S IRISH MELODIES.
GERMAN SONGS.
SILVER CHORD.
MUSICAL TREASURE.
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.
THE POLYOPTICON!

W. BREWER,

QUEEN'S ROAD.
Hongkong, 6th October, 1883. [784]

SAYLE & CO'S
SHOW ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND

BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,

VELVETS, SATINS,

&c., &c., &c.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.
Hongkong, 8th October, 1883. [730]

ROSE & CO.

HAVE JUST OPENED.

NEW BLACK, AND COLORED SILKS.

FRENCH BROCHE GAUZES.

COLORED SILK VELVETS AND VELVETEENS.

STAMPED VELVETS AND VELVETEENS.

BLACK VELVETS AND VELVETEENS.

NUNS' VEIL CLOTH in all New Shades.

BLACK & COLORED CASHMERES.

CASHMERE, SILK, AND BEADED JERSEYS.

BOYS' JERSEY SUITS.

KID AND SUEDE GLOVES.

ALSO

THE NEW JERSEY SUEDE GLOVES.

LACES, FEATHERS, FLOWERS, &c.

LADIES' FELT HATS.

PARIS MILLINERY AND TRIMMED HATS.

MANTLES, FISHUS AND CHENILLE CAPES.
&c., &c., &c.

ROSE & CO.

31 AND 33, QUEEN'S ROAD.
Hongkong, 22nd October, 1883. [716]

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM LONDON, PENANG, AND
SINGAPORE.

THE Steamship

"CAIRNSMUIR,"

Captain Castle, having arrived from the above
Ports, Consignees of Cargo are hereby requested
to send in their Bills of Lading to the Under-
signed for Countersignature, and to take imme-
diate delivery of their Goods from alongside.
Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignees'
risk and expense and no Fire Insurance will be
effected.

Optional Cargo will be forwarded on to
Yokohama unless notice to the contrary be given
before NOON, TO-DAY, the 27th inst.
All Claims against the Steamer must be pre-
sented to the Undersigned, on or before the
3rd November, or they will not be recognised.
RUSSELL & Co.,
Agents.

Hongkong, 27th October, 1883. [807]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
"OCEANIC"
the above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

F. E. FOSTER,
Agent.

Hongkong, 29th October, 1883. [1]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

STEAMSHIP "LIBAN,"

LABIE, COMMANDER.

CONSIGNEES of Cargo by the above named
vessel from London, Marseilles and in-
termediate Ports, are hereby informed that their
Goods are being landed at their risk into
Godown of the Undersigned, at Vanchai, No. 3,
behind the premises known as "Blue Buildings,"
whence and/or from the wharves or boats de-
livery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
after the 31st instant will be subject to rent.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 24th October, 1883. [754]

Notices of Firms.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE.

THE Undersigned has resumed charge as
SECRETARY of the Society.
By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 29th October, 1883. [812]

NOTICE.

THE Undersigned have been appointed
Agents of the **CHINA SHIPPERS'**
MUTUAL STEAM NAVIGATION COM-
PANY, LIMITED.

ARNHOLD, KARBURG & Co.
Hongkong, 19th October, 1883. [786]

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606]

Intimations.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the
SECOND CALL of \$16.66 on the Shares
of the New Issue is Payable on the 31st inst.
INTEREST at the Rate of 9 per cent. per
Annum will be charged on all Overdue Calls.

By Order,
A. S. GARFIT,
Acting Secretary.

Hongkong, 25th October, 1883. [804]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five
per cent. on Contributions and a DIVI-
DEND of EIGHTEEN DOLLARS and TWENTY-
NINE CENTS per SHARE for the year 1882, will
be Payable on MONDAY, the 22nd instant.

Warpians may be had on application at the
Office of the Society on and after that date.
By Order of the Board.

DOUGLAS JONES,
Acting Secretary.

Hongkong, 22nd October, 1883. [794]

CHINA FIRE INSURANCE COMPANY,
LIMITED.

ADJUSTMENT OF BONUS FOR THE
YEAR 1882.

SHAREHOLDERS are hereby requested to
send in to this Office a List of their Con-
tributions of Premiums for the year ended 31st
December last, in order that the proportion of
Profit for that year to be paid as Bonus to Con-
tributors may be arranged. Returns not sent in
before the 30th November next, will be made up
by the Company, and no subsequent claims or
alterations will be allowed.

By Order of the Directors,
JAS. COUCHTIE,
Secretary.

Hongkong, 1st September, 1883. [673]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain Wright, will be despatched for the
above Ports, TO-MORROW, the 31st instant,
at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 29th October, 1883. [811]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and Fiji.)

THE Eastern and Australian Steamship
Company's Steamer

"CATTERTHUN,"
Captain Hugh Craig, will be despatched as
above TO-MORROW, the 31st instant, at
FOUR P.M.

Parcels (all of which must be sent to our Office)
will be received up to 4 P.M., on the 30th instant.
Contents and Value of the Packages must be
declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th October, 1883. [773]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN,"

Labie, Commander, will sail on or about
the 7th November, for MARSEILLES,
via SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave to call at
PENANG and TUTORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.